

18 NOVEMBER 1955

The Autocar

1/-

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The New

JAGUAR

Two-point-four





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THE BEST BRAKES IN THE WORLD

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FACTORY LINED REPLACEMENT BRAKE SHOES

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GRANVILLE ANTI-FREEZE GIVES ABSOLUTE PROTECTION AGAINST 27° OF FROST

... which means complete safety for your engine in even the most intense winter weather.



Drain your radiator and flush out, pour in the recommended quantity of Granville Anti-freeze and add water, top up when the engine is hot, and the job is done... simple and yet powerfully effective.

This type of anti-freeze is used extensively in America and Canada under severe Arctic conditions.

Obtainable from most garages

40/-

PER GALLON



MANUFACTURED BY

THE GRANVILLE CHEMICAL CO. LTD., OAKWORTH, KEIGHLEY, YORKS
Granville Products obtainable from most garages.



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← FULL DETAILS ACROSS

GLASS DE-MISTER

Renders free from misting up windcreens, windows, mirrors and all glass surfaces. 2/6 per bottle.

ANTI-MIST DUSTER

IDEAL FOR DE-MISTING ON THE JOURNEY

Carry one in your dash. If misting occurs, a quick rub keeps your windscreen crystal clear for the rest of the trip. Full sized, impregnated with Granville Anti-Mist Solution, for only 2/6.

SUPERSEAL

The last word in leak sealing compounds. Can save you the price of a new radiator. Tins 4/9 and 8/6.

SUPERWELD

Engine cracks permanently sealed in 30 minutes. 15/- (one tin).

SUPERFLUSH

For cleaning blocked radiators and keeping them clear. 3/- per tin.

UPHOLSTERY CLEANER

Restores the cleanliness and freshness of the car interior. For Leather, Rexine, Fabric, Roof Cloth, etc. Keeps indefinitely—always have a tin in the car to remove marks as soon as you see them. Tins 2/6 and 4/6.

RADIATOR RUST PREVENTER

The contents of one packet in the water of your radiator will prevent rust for 12 months. 1/3 per packet.

PETRO-PATCH

Repairs rusted panels, wings, doors, etc., also leaking petrol tanks, cracked batteries, leaking car roofs.

ALL YOU NEED IN ONE OUTFIT COMPLETE FOR 4/6

Petro-Patch is applied in the form of a thin fabric patch, first coated on both sides with Petro-Patch solution. The outfit consists of a bottle of Petro-Patch solution and a strip of impregnated fabric which can be cut with scissors. There is sufficient for several small repair jobs. After painting, the repair is invisible, vibration does not affect it. Available from all Halfords Branches.

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A.C. have again specified a Marston Radiator, this time for their outstanding sports saloon, the Aceca. For Marston's are without rival in the heat-exchange field. Their latest models are the product of the finest manufacturing skills, based on the most up-to-date know-how for ensuring maximum performance and reliability.

MARSTON RADIATORS

for the A.C. ACECA

MARSTON'S—in front of the finest



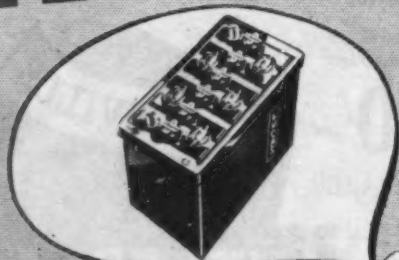
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MAR.162

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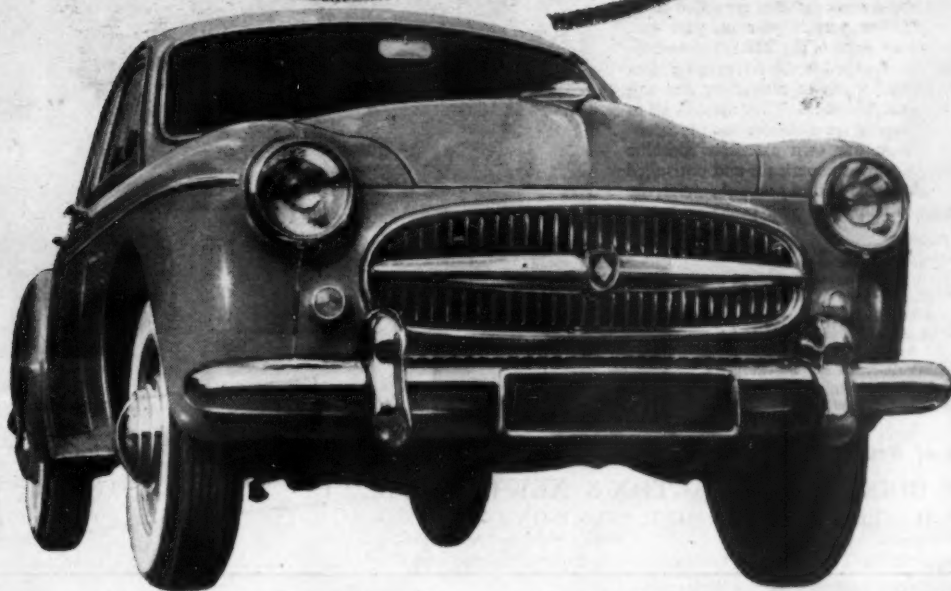


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More power for the 1956 FRÉGATE

- ★ New, more powerful engine (ETENDARD) results in still livelier and smoother acceleration and better all-round performance; automatic choke and starter controls.
- ★ Overdrive saves precious petrol. Normal consumption 28-30 m.p.g.
- ★ Ample room for 6 passengers and all their luggage.
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- ★ Very low maintenance costs (Removable wet liners are replaceable at £15 per set of pistons and liners).
- ★ Luxuries fitted as standard include heater, air-conditioning, windscreen washers, white-walled tyres etc.

Contact our nearest agent for demonstration rides and let these two brilliant 1956 Renaults show you their paces.

RENAULT

Manufacturers in Great Britain since 1899. Distributors throughout the United Kingdom, all of whom carry full stocks of spare parts.

A de-luxe
750



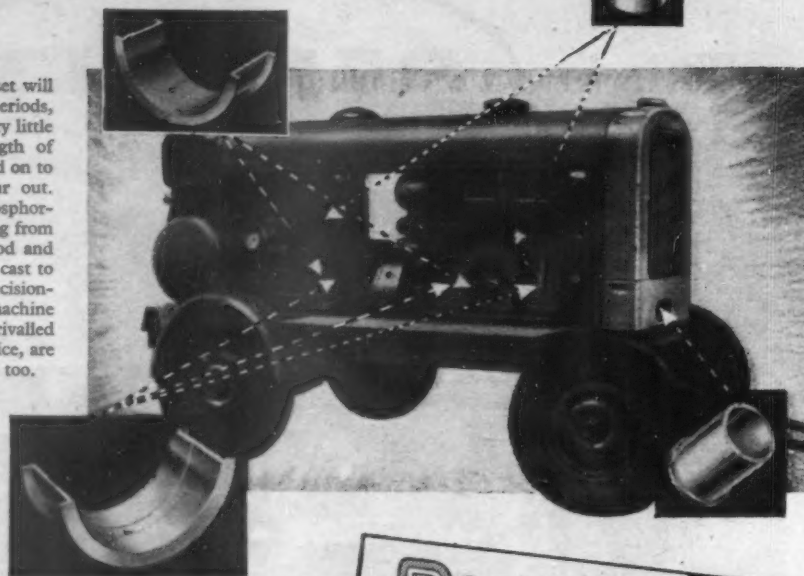
- ★ Fitted with automatic choke, automatic starter and the AUTOMATIC CLUTCH (optional extra) which does away with clutch pedal!
- ★ Improved interior trim and general appearance.
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- ★ Four doors for extra convenience.
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Castings from a few ounces to 10 tons in phosphor-bronze, gun-metal, aluminium-bronze, manganese-bronze and light alloys. Precision-machined bushes and bearings. Specialists in high-tensile aluminium-bronze castings, centrifugal-cast wheel blanks, and chill-cast rods and tubes.



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Give your car the 'once over' with a

NENETTE

Dust-Absorbing Polisher

**ACTUALLY ABSORBS THE DUST
 REMOVES THE DIRT, APPLIES POLISH
 AND POLISHES—ALL IN ONE GO**

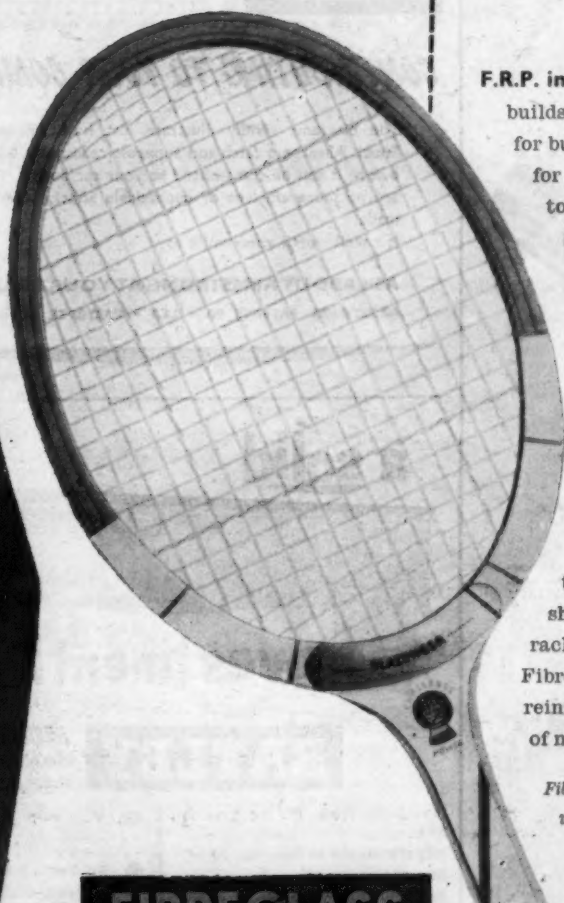
The secret's in the NENETOL. The soft, thick, 'can't-scratch' fringes of the NENETTE are impregnated with NENETOL. Its unique dust-absorbing polishing action lasts for months, and can then be easily and inexpensively renewed.

16'9

(Inc. P. Tax)

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F.R.P. in new power racket. F.R.P.

builds bonnets for cars, body panels for buses, hulls for boats, even bows for arrows. Now what is F.R.P. up to? It is putting the power into

Slazenger's Challenge Power racket.

Listen to what Slazengers themselves have to say:—"In developing the new Challenge rackets, a long series of laboratory and playing tests were conducted with experimental frames of different construction. These tests showed that the nearly perfect elasticity of glass fibres could be made to contribute greater speed on the ball without loss of control by quickening the recovery, after impact, of the shoulders—the power-point of the racket." Here is another case of Fibreglass making history: yet another reinforcement to its claim as the backbone of modern reinforced plastics.

Fibreglass have an FRP advisory service which is expert, confidential and free.

FIBREGLASS
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the backbone of Reinforced Plastics



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incorporating the latest
research in lightweight
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'WRYNECK'
A Half Moon Ring
Wrench designed to give
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'WREN'
A shortened ver-
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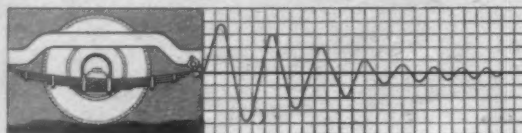


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ARMSTRONG

REGD. TRADE MARK

SHOCK ABSORBER EFFICIENCY



TIME FOR SPRING TO RETURN TO NORMAL WITHOUT SHOCK ABSORBER



TIME FOR SPRING TO RETURN TO NORMAL WITH SHOCK ABSORBER

CONTRIBUTING TO YOUR COMFORT

The diagrams vividly illustrate just how Armstrong Shock Absorbers catch and suppress roadspring bounce before it can be transmitted to your car body. There are no more efficient or dependable Shock Absorbers made.

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Today you can buy a battery with exclusive advantages never before available. When you buy a New Oldham Major battery with 'Power-Seal' you can be sure of getting the highest quality battery absolutely factory-fresh, free from 'life loss', and swiftly ready for use with even more 'Power to Spare'.

Ordinary batteries suffer loss of power during storage.

With Oldham 'Power-Seal' plates this does not happen. These plates resist moisture and retain the initial dry charge so well that even after prolonged storage the battery produces full power when the electrolyte is added and the battery is put into service in your car!

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Power Seal



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Autocar, Nov. 18.

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Write for illustrated price lists and full particulars.



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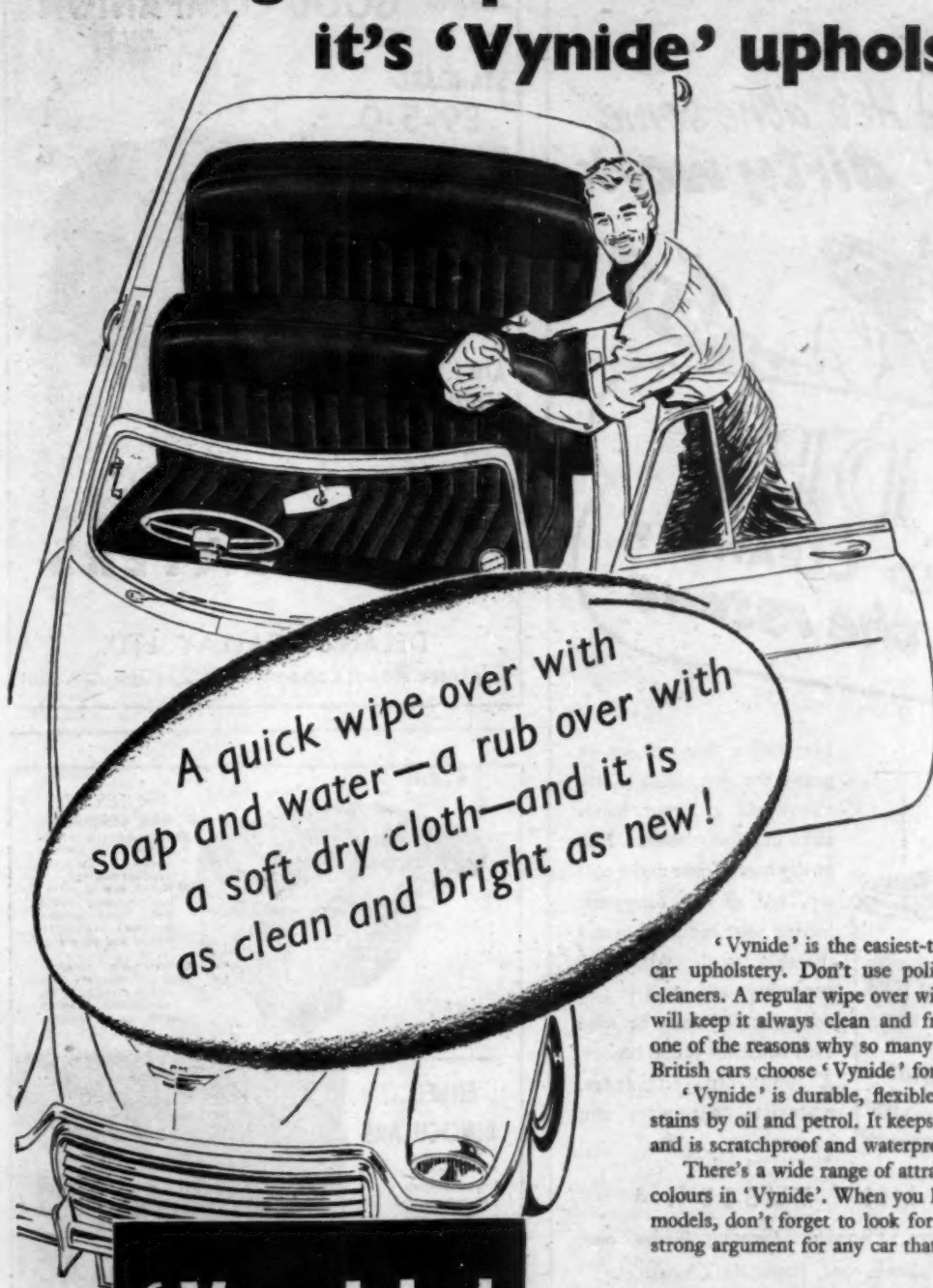
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'Vynide' is the easiest-to-clean fabric for car upholstery. Don't use polishes or chemical cleaners. A regular wipe over with soap and water will keep it always clean and fresh. This is just one of the reasons why so many manufacturers of British cars choose 'Vynide' for car interiors.

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Including Demister installation kit.

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DTD 779 the only Anti-freeze formula permitted for use in aircraft

Available to Motorists at no extra cost!



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HOLT'S DTD 779 ANTI-FREEZE is made to the latest Ministry of Supply Specification as used exclusively in aircraft. Gives full protection down to 35° F of frost, it is safe, non-inflammable, non-evaporating. One filling lasts a whole season.

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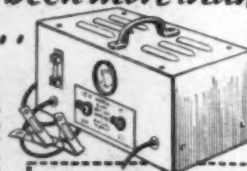
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MODEL..... WRITE IN BLOCK LETTERS PLEASE

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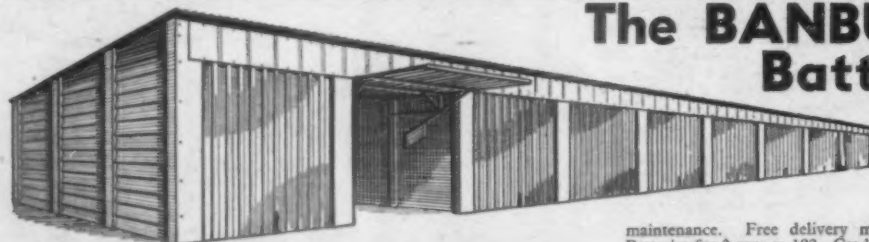
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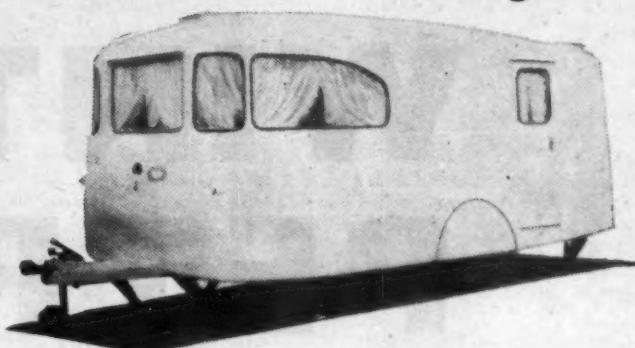
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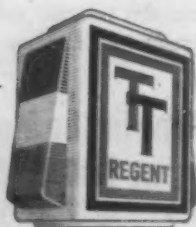
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Autocar

FOUNDED 1895

No. 3129

Friday, 18 November 1955

Vol. 103

Practical Styling

MAXIMUM accommodation within reasonable dimensions is the aim of most of our car body designers today and, as a result, the modern full-width, engine-far-forward arrangement is likely to remain substantially unchanged for some years to come. Whereas, traditionally, the nose or radiator has been squared up and the bonnet line horizontal, or nearly so, there is little doubt that slope-away front ends will increase in popularity. Conversely, the traditional curving boot of the sports saloon is likely to become more square in order to hold as much as possible without undue overhang.

With the basic shape more or less settled, is it not time to turn a more practical eye on equipment and detail? The stylists pure and simple are, perhaps, starting to have too much of their own way with British cars, as they have had with a number of foreign ones.

Bodies are becoming increasingly vulnerable to minor damage and that damage is both difficult and expensive to repair. There are examples of the over-use of non-functional decoration. If there are to be decorative mouldings to relieve the slab sides, could they not be of the easily replaceable rubbing strip type, intended as well to give some measure of protection to the door and wing panels? Cannot the bumpers be made to do better the job that their name implies? The small trays between bumper bars and bodies look tidy when new but too often they become rather mangled transmitters of bumper bar distortions to adjacent bodywork.

Head and tail lamps mounted vulnerably at the front and rear corners of the body do not necessarily represent the last thoughts on the subject and the motorist is now beginning to be plagued with dazzle at both ends. It is ironical that this new irritation and source of possible danger has been introduced under the banner of safety, for presumably there can be no other reason for the oversize, over-bright stop lamps on some new models. In this context may also be mentioned the fashionable sharp-edged eyebrows which are supposed to reduce the upward glare of head lights. There seems to be much in favour of recessing (and thus shading and protecting) both head and tail lamps; the short tunnels to be seen on certain American exhibition bodies come to mind.

Having removed all extraneous projections, including external hinges and door handles, in the interests of clean lines and air silence, it seems contradictory to fit after-thought fog lamps and projecting rear-view mirrors. The rash of plastic insect deflectors—unnecessary in this country—seems to be curing itself.

Using the Air

Turning to equipment and the interdependence between this and body design, it may be wondered for how long radiators will be fitted transversely at the front end of most cars. They prevent the engine being moved still farther forward and to some extent keep the nose unnecessarily high. They add pounds ahead of the front axle, where no more weight is welcome, and with their plumbing make the front end of the engine and steering less accessible. Aviation experience might be drawn on to produce an efficient envelope for the engine compartment, incorporating the radiator in a convenient position at the outlet end of the duct.

Door and window sealing is another matter as yet tackled only half-heartedly. Its inadequacy on many makes of car is the subject of complaints from overseas. Cold and dust need to be excluded and the possibility of fitting inflatable seals round the doors—another aircraft feature—is worthy of study.

British manufacturers continue to be somewhat conservative in their approach to body and chassis designs, and we would certainly not advocate any swing over to unorthodoxy; on the other hand, it would be well to give a more vigorous lead in the design, development and adoption of features which are likely to improve safety, efficiency and comfort.

ROADSIDE OVERHAUL

By
STUART BLADON

Parked here, the Minor was in nobody's way, and no complaints were received after it had been parked for nearly a week. The conditions were far from ideal, but there was very little traffic and nothing to prevent work on the engine



Decarbonizing the Morris Minor in a London Street

ALL over London the little-used side streets are lined every night by unlit parked cars; in most cases the space occupied by these vehicles is their nearest approach to a garage. Thus on a number of consecutive nights the same cars may be observed not to have moved, and a larger number can be seen to return to the same street night after night.

It is well known that many enthusiastic owners overhaul their own cars, partly for economy reasons and partly to ensure that the job is done well. But what happens to the ungaraged vehicles? Is it possible to carry out a top overhaul in a quiet street with a complete lack of helpful facilities, or must the work be entrusted to a garage?

This was the problem which arose when my Morris Minor, a 1950 model which had recently been purchased second hand, began to suffer from lack of power and other symptoms which indicated that perhaps it would benefit from a decarbonization. If this was to be done at all, it seemed advisable that it should be accomplished before the guarantee period ran out, so that I could claim for burnt-out valves or other de-

fects if this proved necessary. Accordingly I approached a number of garages in the London area for quotations; it turned out that the average charge would be £7 10s, and the lowest quotation received was £6 15s.

The complete lack of parking space off the road and within a reasonable distance of my address seemed to suggest that it would be out of the question for me to undertake the work myself. But a long spell of dry weather led me to reconsider the problem, and early in August I decided to carry out the overhaul in a side street off the Bayswater Road in London, where the car was normally parked.

Doubt concerning the improvement which would result from simply decarbonizing led me to investigate other means of raising the power output, which at that time seemed to be rather unsatisfactory. The Minor would cruise at 40 to 50 m.p.h. quite comfortably, but acceleration and hill-climbing were poor, and the excellent brakes and road-holding seemed to be wasted.

There is much that can be done to these side-valve engines. Many conversions are available, or the engine can be

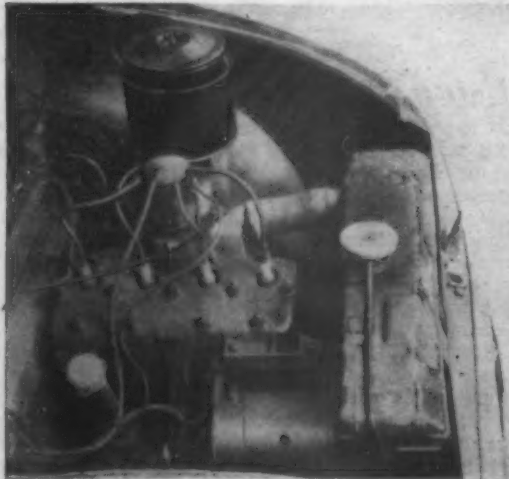
supercharged; but these modifications are costly. Eventually I decided on a compromise: I would simply raise the compression ratio and leave everything else as standard. Advice from friends then suggested that in this form the exhaust valves might tend to burn out prematurely, so I arranged to replace these with a set of Tranco S.A.S. valves at the same time.

Exactly how greatly this change would affect the performance promised to be interesting, and so before starting the overhaul I set off one afternoon out of London, armed with a stop watch and assisted by a friend, for the first stretch of road we could find which was flat, straight for a mile or so, and reasonably uncongested. After about 15 miles we modified our requirements somewhat, and contented ourselves with a curving road, slightly uphill, and extremely congested. This was the best we could find, but as the figures were intended only for comparison we felt that the effect of gradient and cornering would not matter, provided that the same stretch of road was used when the tests were repeated after the overhaul. Each performance test was taken once in each direction, and the average figures were recorded.

The next stage was to acquire the various tools and equipment required. A valve spring compressor and valve grinding tool were borrowed from a garage friend. The four S.A.S. valves cost £2 10s; and a tin of valve grinding paste was purchased for only 1s 6d. Lighter fuel, a wire brush, a tin of graphited grease and a quantity of clean rag were all purchased for less than 10s, and the equipment then seemed sufficiently complete for the overhaul.

My own comprehensive toolkit contained, I thought, all the various spanners I should require; the only other important aid was an illustrated article describing, stage by stage, the process of decarbonizing the Series MM Morris Minor, which was published in *The Autocar*, October 9, 1953. Notes were made of the correct sequence in which the various operations must be performed, and these helped me to carry out the stripping down process efficiently and methodically, and to avoid pitfalls by the timely warnings contained in the article.

Then on a Sunday afternoon I parked



Ready to start: a picture of the engine before beginning to tackle the stripping down process

the car where it was as far out of the way as possible, put on overalls and started work.

It was, really, incredibly easy: cylinder head accessibility is a strong point of the Minor's engine, and the various bolts, screws and nuts were undone systematically and placed in a cardboard box ready for reassembly. The air cleaner came off and was propped up in the luggage locker (there being no garage bench for the dismantled parts). The carburettor followed; the bolts securing the manifold gave no trouble, and this trophy was carefully carried to the back of the car, wrapped in newspaper and stowed away to await reassembly.

Gaskets also were carefully preserved since they seemed to be in good condition. I did not wish the overhaul to cost any more than was necessary, and against the advice of the experts I proposed to refit the same ones. If 4,000 miles motoring can be considered a test of this policy, then I can say now that I "got away with it." However, the cost of a set of gaskets for a small engine is not outrageous, and this should not be taken to mean that re-use of old gaskets is recommended.

At this stage the radiator was drained in accordance with *The Autocar's* instructions; the battery earth lead was disconnected and the top radiator hose removed.

the overhaul should be taken as far as the valve-grinding that night, and the cylinder head had to go in for machining the next day. So I pressed on as well as I could; four more nuts succumbed to a new technique involving a box spanner and a good bit of leverage. Then the box spanner split under the torsional strain.

It was 5.30 p.m. when the head was eventually lifted; removing the securing nuts had occupied 2½ hours, emphasizing that proper use of the correct equipment is essential.

On a newly purchased used car the first removal of the cylinder head is a revealing moment: what will the cylinder walls look like? Will all the valves need renewing, and the seats be burnt out?

When this car was purchased from Southern Autos, Ltd., of Dover, it was stated that the pistons had just been renewed, but that a rebore had not been justified. As soon as I lifted the head I was most impressed by the good condition of the revealed components. A few quick scrapes with a blunt knife exposed the shiny piston crowns, and the bores seemed to be very little worn for an engine that had done 40,000 miles. No piston looseness could be detected, and the cylinder head gasket was obviously almost new.

The need for cleanliness while decarbonizing the engine was particularly im-

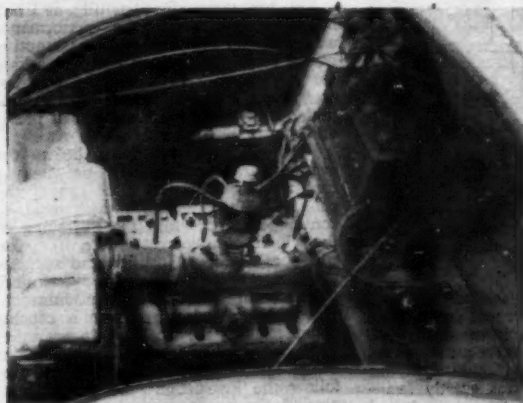
portant in view of the conditions under which this overhaul was being carried out. The street was dusty from lack of rain, and cars were passing periodically. So every precaution was taken, and clean rag was pressed down hard into the cylinders, and the distributor drive shaft.

Work resumed after a brief tea break; the tappet cover was removed, and immediately the two oil return holes leading into the sump were plugged up tightly with a piece of clean cloth large enough to be in no danger of falling through the hole. The need for this is obvious, as recovery of a valve cotter which fell through one of these holes would entail dropping the sump.

Quite quickly the valves were removed, and the cotters were lined up along the edge of the battery (not the best place, perhaps, but safe and out of the way). The inlet valves were carefully cleaned with the wire brush, one at a time, to ensure that each returned to its original port. The exhaust valves were replaced by the new armoured seat valves, and all eight were then carefully ground in with just a trace of grinding paste. A few quick spins only were required to produce the recommended dull, even, matt line all the way round both valve and seat. It was then nearly 8 p.m., and time for the job to be abandoned until the next day. The engine was carefully covered up, the car locked up and left for the night; externally it again appeared quite normal like the other cars in the street, but a car thief would have found it disappointing.

On the following day I took the cylinder head to the Laystall Engineering Co., Ltd., of Great Suffolk Street, London, S.E.1, for machining. Wrapped in newspapers, it did not attract any undue attention on the bus. Fairly late on the Monday evening I began the job of replacing the valves, having first carefully washed out the ports with a little petrol lighter fuel.

However, this task turned out to be not as simple as had been expected, and soon promised to be a repeat of the previous day's fiasco with the head nuts. Cotters fell everywhere, or became trapped in the valve springs, and an hour standing almost upside down in trying to look into the tappet department began to have unfavourable effects. Quickly it became dark, and I was forced to use an inspection light running off the car battery. But I found that inevitably as the spring was released



The carburettor and air cleaner have been removed and placed in the luggage locker; the next task is to drain the radiator

So far work has proceeded smoothly and efficiently. Now it remains only to remove the securing nuts and lift the cylinder head; but this is where the trouble can start

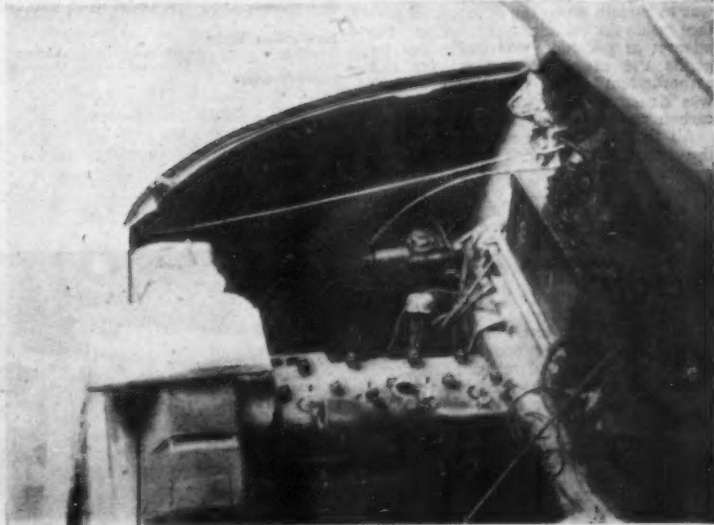
The next directions were, "Remove distributor"; and a warning, "Do not slacken the pinch bolt in the distributor clamp plate, or the timing will be lost."

One instruction—that the dynamo should be removed—was ignored. Two of the securing bolts had to be removed to release the cylinder head, but the dynamo was left in place, and without penalty, although there may have been good reasons for advising its removal.

It was then 3 p.m., and the engine was stripped down to the cylinder head—the last obstacle before setting about the removal of valves; and so far the overhaul had taken three-quarters of an hour.

At this stage I learnt a most important lesson in such a way that it could never be forgotten: use of the correct tools. For I had no torque wrench, and not even a ring spanner with which to remove the cylinder head securing nuts. The opened spanners on which I was depending proved quite inadequate for the purpose.

Four o'clock came, and six of the nuts were off; two more by four-thirty, and one spanner broken. The remaining five nuts were losing the edges of their hexagonals. It was imperative that, if possible,



ROADSIDE OVERHAUL . . .

the valve collar simply pushed the cotters out of the way; so I abandoned the job pending advice.

Next morning the cylinder head was ready, machined to give a compression ratio of 7.5 to 1, instead of the original 6.6 to 1. This was done for the very modest charge of £1 10s. At the same time I spent an interesting half-hour on a conducted tour of "Dr. Laystall's surgery." Here were Consul and Zephyr cylinder heads being polished until they appeared to be silver-plated, and specialist tuning and overhaul work being carried out on a variety of engines, from small Fords to massive diesel engines.

After obtaining useful advice from friends on the problem of the cotters, I returned to the fray on the Tuesday evening. The method I had been recommended to use proved sound—I thoroughly cleaned the valve stems, and then smeared a little Marfak grease in the coter recesses. The valves were then inserted, and the cotters adhered in position wonderfully, and were not pushed out of place by the descending valve collar. A borrowed pair of tweezers which had originated in a dentist's surgery helped to fix the cotters in position; but it was the Marfak, with its unusual tenacity to metal, that did the trick. In half an hour all eight valves were in place.

Two thin jin spanners were necessary to adjust the tappets. They were not robust, and had to be used carefully, but the adjustment was made very easily and accurately. Now that work on the valves had been completed, I replaced the tappet cover, having first checked carefully that all valves were properly secured. This is vital, as a valve could be held in place temporarily by one coter only; but when the engine started it would be most likely to be pushed out of place, leaving an inoperative valve, and dangerous pieces of metal in the engine.

The manifold was then replaced, using the original gasket, and the exhaust was connected up; then at this stage I postponed the work as dusk was falling.

On the Wednesday evening I was unable to spend any time on the overhaul until fairly late, and all I could do then was to smooth down the orange-peel surface inside the cylinder head casting. No attempt at polishing was made, but by gentle use of an electric grinder and carborundum stone, the rough surface was flattened down with the idea that carbon accumulation would be retarded.

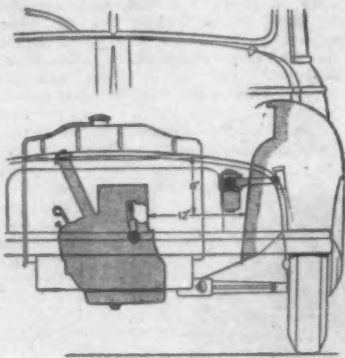
All that now remained was to replace the cylinder head and reassemble the engine in the reverse order of dismantling. Equipped with a new set of cylinder head nuts and a good quality ring spanner, I carried out this last stage of the overhaul on the Thursday evening, and had completed the whole job in an hour and a quarter. There was a final hold-up right at the end, at the replacement of the air filter: the two securing bolts were there, but where were the nuts? It was after some minutes of frantic searching that I realized that there were no nuts, and that the bolts screwed straight into the body of the air duct.

Then the great moment came to test the engine; it was now four days since the overhaul began, but the engine fired on the second pull of the starter.

As the engine warmed up, clouds of smok: poured out from the graphited

grease which had been lavished everywhere during the reassembly. Two other noticeable points were that the tick-over was much too fast, although the carburettor setting had not been disturbed, and that there was considerably more tappet noise than before the overhaul. This suggested that the tappet heads had worn in the centre, and needed renewing. The accelerated tick-over was, presumably, due to the increased efficiency which results from raising the compression ratio: an encouraging sign which indicated that the fuel consumption would be reduced markedly.

For the first few miles the Minor was used carefully, and although the engine seemed very much more lively than before, use of the full performance was avoided until the cylinder head had been tightened down after a week's use. The car was then taken back to the test road for a repeated set of performance figures. The actual improvement gained was, of

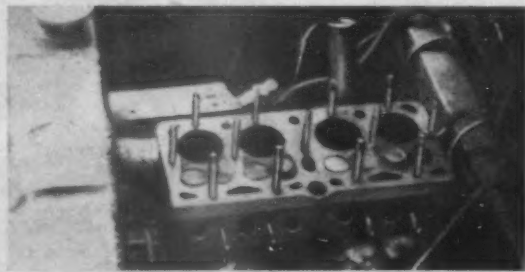


Twelve inches is very little space for working on the side of the engine; most of the valve adjustment has to be made by touch

course, limited to a few seconds here and there, but the difference in driving pleasure was very much more marked. Hills which previously had required second gear were now climbed quite easily in third, and overtaking was greatly facilitated. The effect on maximum speed was not investigated, as this is never used and would, therefore, be of little interest.

Acceleration Tests:

| | Before Overhaul | After Overhaul |
|----------------------|-----------------|----------------|
| Through Gears | | |
| 0-30 | 10.0 | 9.5 |
| 0-50 | 36.6 | 28.6 |
| 3rd Gear | | |
| 10-30 | 9.4 | 8.6 |
| 20-40 | 9.9 | 8.25 |
| Top Gear | | |
| 20-40 | 15.9 | 11.7 |
| 30-50 | 17.9 | 13.2 |



The cylinder head has been removed and the pistons, cylinders and valves are all found to be in good condition

The important figures are, of course, the standing start to 50 m.p.h., and the top gear acceleration from 30 to 50 m.p.h. Other improvements which cannot so readily be substantiated by figures, are that the car seems happier at its normal cruising speed of 45-50 m.p.h., and that pulling power at low engine speeds is much smoother than before. This is, however, seldom used, as I believe in changing gear early, but the fact remains for what it is worth.

The Minor's engine was originally designed with the idea that it should be operated on low grade petrol, and with a compression ratio of 7.5 to one this naturally becomes impossible, or inadvisable. In fact this car had never been fed on anything but premium spirit in my service, since even before the overhaul good petrol gave greatly improved running. But this must be considered if the cost is to be estimated.

Petrol consumption was carefully checked over about 3,000 miles before and after the engine was modified. Running conditions were equivalent, and include a certain amount of traffic use, together with a number of long journeys.

Before Overhaul

91.5 gallons used in
3,534 miles
m.p.g. = 38.6

After Overhaul

73.5 gallons used in
2,781 miles
m.p.g. = 37.8

This was rather disappointing, as I had been expecting that the performance would go up and the fuel consumption would go down; perhaps that was asking for too much. Consumption was increased slightly, but the performance has undoubtedly been used more than previously.

Further, the figures taken before the overhaul are based entirely on summer running involving very little use of the choke; but the second measurement of consumption runs into the beginning of the winter. An increase in consumption still does not seem justified and suggests that the carburation may need attention.

Concerning the actual decarbonization, it would be hard to say who is capable of undertaking the work. I do not think it is a specialist job, and provided an owner knows what he is doing, and can follow the instructions, he should have no difficulty in carrying out his own overhaul. This was, in fact, my first attempt (and a purely amateur one) to decarbonize an engine. Further, while a well lit garage with proper workshop facilities can make the work considerably easier, it is clear that this is not essential. Many motorists will always entrust this work to a garage; but next time a car's cylinder head is to be removed, thought may be given to the advantages of shaving a little metal away to increase the efficiency of their engines to obtain the full benefit of premium fuels.

Disconnected Jottings

BY THE SCRIBE
Barry Appleby drawings

The Camelian Hump?

DRIVERS of animal-drawn carts in Pakistan are strongly opposed to a change from the left to the right-hand road rule. Presumably they are used to leading camel, donkey, bullock or horse from the left, wielding the stick with the right, and habit dies hard. Anyway, the Pakistan Government is reconsidering the proposals for a changeover and this is interesting coming on top of the Swedish plebiscite which resulted in a sweeping vote against a change. Not for the same reasons, though!

Commuting

A CONFIRMED commuter (I even commuted 22 miles a day to school) I am often amused by those who ask if I do not find my journey boring. The answer is emphatically no; the only boring part of a journey every day to and from London is that part of it which approximates to the daily trip of those who live close in—the built-up area of the suburbs. This is faintly purgatorial. The same journey by public transport is purgatorial, and by the insufferable tube it is frankly hellish. I've tried them all.

What the town-dweller forgets is the continual change of the country. The sooted stone of the city changes only in that it is more or less visible according to the fog level of the day. Outside, the four seasons ring a continual change; moreover, the country sun is frequent and richly yellow, not the pallid wraith of a flying saucer that leers through London's murk. Just now the beeches along my daily route are turning and losing their leaves and I drive through avenues of flame with flakes of gold landing on the bonnet.

I would not give up my commuting trip for anything; it is a daily joy when the suburbs have been shaken off. And until then I have my radio.

Incidentally, I recently flew to Glasgow, leaving London airport at 5.15 p.m. and arriving at Renfrew airport, 400 miles away, one hour and twenty minutes later. That is exactly my car commuting time for 35 miles out from London at the same time o' night.

Long and Loud Enough

STEVENAGE cyclists grumbled that crossing the Great North Road from the industrial centres on the west to their homes on the east was a mighty dangerous business. So the road has been bridged by a Bailey type structure, 19ft above the ground, which just goes to show what can be achieved if one shouts loud enough.



A real tear

Musical Interlude

A CYNICAL colleague of mine, who vows that the only time he has shed a real tear was when he first heard the trio from *Der Rosenkavalier*, was looking a little red around the eyes the other day. I said nothing, but scanned the opera and concerts advertisements in my paper, for although I am quite dogmatic about Mozart being the last German to write an opera in the grand manner I would concede to him that Strauss' conversation piece is a masterpiece. However, there was no performance that could have accounted for what had obviously been an emotional outburst.

Over lunch the whole story came out. My colleague had spent the weekend with his first love . . . a post-war car with vintage characteristics. Today that car exists in name only and—who knows?—tomorrow even that name may be rationalized, standardized and stylized by one of the great motor combines to emerge from the full treatment incapable of even casting a shadow of its former self.

I, too, am quite fond of the music of that earthy extrovert Richard Strauss. He was greatly influenced by his collaborator, the aristocratic and scholarly Austrian nobleman Hugo von Hoffmannsthal. Those two were far apart psychologically, yet together they produced music that is richly diverse. In the same way my friend's vintage contraption seems to have brought out the soul in him.

S.O.S.

MANY motorists have cause to bless the A.A. breakdown service in one way or another. Linking of breakdown vehicles to headquarters by radio control was instituted in 1949, and since then has grown rapidly. There are now ten day and night stations in operation: London and Birmingham (the original two); Bristol Glasgow, Leeds, Liverpool, Manchester, Newcastle, Nottingham and Sheffield. Seven additional stations work from 9 a.m. until 7.30 p.m.

Mixed Drinks

A PROPOS my recent remarks about misfiring, a motorist writes to say that he has had similar symptoms on two occasions when he has filled his tank with a certain premium spirit different from the one which he uses regularly. His son also experienced these symptoms with the same mixture. Is it possible, he asks, that the additives in the two brands are incompatible? I wonder; in fact I am going to ask one of the petrol companies concerned about it. More news later.

Aftermath

WHEN it has been blowing a gale and raining cats and dogs it behoves the late night motorist to go warily. I was hurrying home the other morning at between one and two and recalling the number of times that the head lights have failed to pick up roadside floods in time. Usually one gets nothing worse than a fright, but it is



Cats and dogs

a different matter if the limb of a tree has blown down, and I hope that experience will never catch me with too short a head lamp beam.

I reached a pretty lonely spot and was hailed by a man at the roadside as I slowed for a multiple junction; I took a quick look at him and decided that it was safe to stop, whereupon I learned that he was stuck in the mud at the side of a joining road. Sure enough, he had foolishly pulled on to some greenery to admire the scenery—or the starlight, or something. Anyway, I soon had him out with the help of that tow-rope at which all my friends laugh, and was away again filled with Boy Scout satisfaction and thus losing all virtue that could otherwise have accrued to me.

When I finally arrived home my cat looked at me as one reprobate to another, but agreed to be discreet after I had given her a breakfast to which she was not entitled. Such hours.

TO TRAVEL HOPEFULLY—

With the Veterans on
The Brighton Road

"... the delicate tracery of its decorative frame...." Eric Berry's 1896 4 h.p. Lutzmann Victoria sets its own pace near Brixton Hill



TWENTY-FIVE years have passed since the R.A.C. took over control of the annual pilgrimage of veteran cars to Brighton, in commemoration of the Emancipation Run of 1896. In that time the number of entrants has increased by over 400 per cent, and public interest has grown to such an extent that the official estimate of the number of spectators present this year was some 2½ million—surely a record for any sporting event in the world. An innovation this year by the R.A.C. was the employment of a helicopter to assist with the direction of traffic, and there is no doubt that radio messages from its occupants, an R.A.C. traffic expert and a police representative, did much to relieve and prevent stoppages, alternative

machine was E. de W. S. Colver's 1896 Arnold Motor Carriage, a beefy single-cylinder of 1½ h.p. which arrived in Brighton soon after 1 p.m. despite several stops for changes of the driving belt *en route*. Two of the four three-wheeled Léon Bollées entered failed to start, but those of S. C. H. Davis and Capt. Benbough completed the run without major setback.

Both the 59-years-old Lutzmanns, driven by Eric Berry and Philip Fotheringham-Parker, trembled with nervous anxiety as they awaited the starter's signal, the delicate tracery of their decorative frames and springs dispersing the shock of engine vibration so widely that no two parts of the structure shook in harmony. With no foot-operated controls, the left-hand drive Lutzmann requires very considerable dexterity on the part of its director to keep it on the move. This year was Fotheringham-Parker's first successful attempt to qualify with his car—on previous occasions it has failed to reach Brighton.

Commander Woolley's 1897 4½ h.p. 2-cylinder Daimler, painted in cream and black, was a real eye-catcher; one has become so accustomed to seeing this model in darker and more sober attire. Ebb Rowe was wearing his Victoria Combination, a weird device which was found beneath a bombed house in Ramsgate some years ago, and which first ran last year. Much work went into its restoration, but even when new it could scarcely have claimed to approach mechanical perfection, and the sweep of its long tiller makes it almost undrivable if a passenger is carried. It was constructed in about 1898 by the Société Parisienne, and has a light, two-seater body by Alfred Belvallette. The de Dion engine was converted to water-cooling of its cylinder-head in about 1899; Cooper spoon-brakes press against the treads of the rear tyres, and the clutch is quite beyond description.

Ken Wharton carried gum boots and a Thermos flask on the back of his 1901 Albion dog cart (8 h.p., 2-cylinder) as an insurance against cold and rain; C. F. Bartlett's 1901 Napier double phaeton, surely one of the earliest survivors of the *marque*, vibrated so violently that one felt it must surely disintegrate before reaching Brighton; it did.

Three generations of the Hutton-Stott family were aboard the tiller-steered, twin-cylinder Lanchester of 1903, granddaughter Jane sitting beside her grandmother in the tonneau. John Bolster's party was worried—but not much—by a slow puncture in a rear tyre of his car,

which was made in 1903 by the Anonymous Society of the Ancient Establishments Panhard and Levassor. John Hampton's similar car, a picture in royal purple, ran so quietly and smoothly that his wife was worried by the audible clacking of the chains. There were altogether 39 de Dion Boutons, a signal portent of sound design and workmanship, and the B.B.C., in their commentary on Sunday evening concerning the Run, repeated once again the old fallacy that these cars have independent rear suspension. When will professional commentators on motoring matters learn the truth about the de Dion axle?

The 1903 Prescott Steamer, brought over from America for the occasion by George McKay Schieffelin, is a magnificent vehicle which reached Brighton successfully after a variety of minor adjustments and repairs on the way, the journey taking a total of some seven hours. It is tiller-steered, has a wonderful copper steam whistle and a frightening array of obscure controls, including a battery of five wire-handled cocks at the driver's right. There were several other steamers, including D. G. Blackford's handsome White limousine, which received its visitors with real warmth.

A. C. Westwood's Fiat suffered transmission trouble by Coulsdon North station, but the V.C.C.'s gallant President, Fred S. Bennett, was seen proceeding in fine fettle with the Commissioner of the City of London Police, Col. A. E. Young, beside him. Bravo! The Chairman of the R.A.C., Wilfrid Andrews, was another who had a trouble-free run in his 1901 Benz, but Bill Browning, accompanied by George Grigg, was just in time to stop an inlet valve unscrewing itself into the cylinder of his 1900 New Orleans Voiturette; the last thread was about to disappear when they stopped to find out where all the power was going to, since less and less was reaching the wheels.

One of the most interesting of the cars present was the 1903 Renault with sprung wheel spokes and solid rubber tyres which has completed the course several times. It is now owned by Captain Watters-Westbrook. Its final drive ratio must change every time one of its rear wheels hits a bump, momentarily reducing the distance between hub and road as the spokes compress.

Your observer's passenger made rapid notes as each halted competitor was passed, and comments like the following are readily understandable—45 stopped for drink (pure guesswork); and Blackford's steamer topping up with water.



Wilfrid Andrews, Chairman of the R.A.C., climbs Pottage Hill without difficulty in his 1901 4½ h.p. Benz

routes for some stretches being made obligatory for non-competitors.

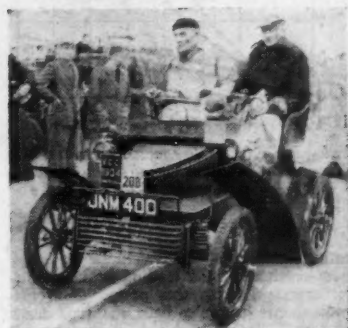
Hyde Park was alive with the animated mechanical chatter of the brightly painted veterans well before the first pair were due to start at 7.30 a.m., and it was remarkable how many keen onlookers had risen early on this Sunday morning to watch them go.

There were 22 non-starters from the total entry of 213; the alleged oldest

One entry has, however, a somewhat spine-chilling intimation—67 stopped. People in engine.

Amongst the gentle, chuffing singles and the three-wheeled forecars carrying each its passenger in one basket at the front, the huge white 60 h.p. Mercedes belonging to Peter Hampton provided a most dramatic contrast. Another racer was the sleek blue 1903 de Dietrich belonging to the Shuttleworth Trust and handled by L. A. Jackson, who was responsible for its restoration. The Science Museum in Kensington, London, entered a 5 h.p. Peugeot of 1902, which was driven by C. F. Caunter, curator of the Road Transport collections. He was accompanied by the deputy foreman of the museum's metal-working shop, and it is really refreshing to find this proof that a museum piece is not necessarily doomed to a life of perpetual inactivity.

The Commemoration Run is not a race; the only qualification for a medal is that one must be at the finish, on Brighton's Madeira Drive, by 4 p.m. First to arrive was Sir Clive Edwards in his 1900 New



Percy Kidner, co-driver with M. B. Marr on this 1904 6 h.p. single-cylinder Vauxhall, was at one time managing director of that company and broke many long-distance records before the first world war

Orleans, at exactly 10.35 a.m., and by 12.30 over half the entry had made their appearance. At 3 p.m. only twelve starters had failed to arrive, and P. C. Allan crossed the line with but ten minutes to spare on his 1899 Star 3½ h.p. Vis-a-Vis after many adventures.

With two minutes to go, a small black-and-yellow car appeared at the western end of the Drive, proceeding rather slowly because it was being pushed. It was No. 88, a 1902 Peugeot belonging to the Shuttleworth Trust and in the charge of W. Stuart, and it had covered most of the last six miles or so from Pyecombe Hill in this manner. An air lock in the cooling system had caused it to overheat, and by the time the crew had discovered that this, and not valve trouble, was the reason for a loss of power which had perplexed them for some distance, it was too late, the single piston by then having partially seized in its cylinder.

Cheered and encouraged by the sympathetic crowds, this gallant pair crossed the line, very hot and very tired, with only ten seconds to spare. One was reminded of the occasion when Sammy Davis had pushed the Bollée, with a sheared contact-breaker drive shaft, for the last twelve miles—also to finish within the time limit.

For those who lived within reasonable distance of Brighton, or could spare time to stay there overnight, there was the

usual tea party with the Mayor in the Prince Regent's flamboyant Pavilion, followed by a dinner of V.C.C. members and their guests; but many, having reached their goal, turned round and drove straight home again. They had, after all, travelled hopefully and arrived.

LIST OF FINISHERS

1896 Arnold Motor Carriage, E. de W. S. Colver; Benz, L. Lewis-Evans; Léon Bollée, Capt. I. G. Benbough; Lutzmann, E. S. Berry, P. Fotheringham-Parker.

1897 Beeston Tricycle, E. Marshall; Benz, S. Kentish; Daimler, D. G. Flather, Cmdr. E. D. Woolley; Hurler, R. Larritt; Léon Bollée, S. C. H. Davis.

1898 Stephens, R. J. Stephens; Victoria Combination, E. Rowe.

1899 Benz, H. E. Wood, R. A. Rockcliffe, R. S. Miles; Decauville, H. B. Leech, Arthur Tyler; Dechamps Tricycle, E. D. Lee; Panhard-Levassor, E. J. Jarvis; Star, P. C. Allen, J. W. Mills.

1900 Benz, P. Bradshaw, N. R. Cole, E. J. Moor; Cudell de Dion Bouton, R. Brown; Daimler, F. Batley; De Dion Bouton, L. Austin, J. A. G. Burchell, H. L. Langman, H. G. Schoof; Marini, The Viscount Dunluce; New Orleans, W. Browning, Sir C. Edwards; J. Schofield, Lt. Cmdr. D. G. Silcock; Peugeot, H. E. F. Parkinson.

1901 Albion, K. Wharton; Benz, W. Andrews; Corre, G. Dunham; Darracq, J. Webb; De Dion Bouton, J. H. S. Guest, A. D. Johns, C. Pilmore-Bedford, R. C. Porter, P. J. Wellingham; International Charette, G. F. Stiles; M.M.C., K. Harlow; Moss, S. E. Sears; Progress, M. E. Davenport; Renault, J. Bentley, T. W. Lightfoot; Royal Enfield Quad, G. W. Goodall; Sunbeam-Mabley, G. W. Schuler.

1902 Arrol-Johnston, J. Edkins; Beaufort, E. P. Shaw; Benz, R. G. Sloan; Century Tandem, B. H. Davenport, L. P. Hunt; De Dion Bouton, J. V. P. Alcock, P. H. Bowyer, A. S. Dunning, C. W. Ward; James and Browne, Capt. C. N. Davies; M.M.C., W. J. C. Ford; Panhard-Levassor, Fitz Bruz; Peugeot, C. F. Caunter, Dr. C. R. Clayburn, Major H. Fairhurst, W. Stuart; Quadrant, A. H. Grundy; Renault, R. F. Collinson; Wolsley, Major J. Gardiner, J. W. Howes, P. Pointer.

1903 Argyll, W. A. L. Cook; Cadillac, F. S. Bennett; Clement-Talbot, J. Sears; Darracq, B. Thorpe; De Dietrich, L. A. Jackson; De Dion Bouton, R. G. Forster, Lord Montagu, C. B. North, R. North, L. T. Norton, E. D. Pigg, R. A. Pither, A. T. Seaton, H. G. Seaton, P. H. Turvey; Gladiator, Cdr. Barber, W. F. Watson; Humber, P. Tacon; Humbrette, J. W. Franklin, R. L. Green; Lanchester, F. W. Hutton-Stott; Mercedes, G. J. Allday, C. W. P. Hampton; M.M.C., H. G. Baggs; Napoleon, J. Dymond; Oldsmobile, V. Balls, S. Gibson, C. J. Bendall, J. C. Gilbertson, C. Smith; Panhard-Levassor, J. V. Bolster, L. G. Higham, J. G. Hampton, A. B. Hobbs, C. A. Oakden, A. Prince, Air Chief Marshal Sir W. A. Coryton; Phoenix



The Science Museum in London restored this 1902 5 h.p. single-cylinder Peugeot in its own workshops. It was driven to Brighton by C. F. Caunter, who has charge of the Museum's road transport collections

Trimo, Dr. A. T. Robinson; Prescott Steamer, G. McK. Schieffelin; Regal, W. H. Waring; Renault, Mrs. R. Fotheringham-Parker, Capt. P. Watters-Westbrook; Rex Tricar, R. A. Shaw; Siddeley, Major H. Brownell; White Steamer, D. G. Blackford; Winton, J. M. A. Paterson, J. Thomas; Wolsley, E. I. Hudson.

1904 Alldays and Onions, H. P. Ruffell; Cadillac, H. E. Bowden, L. Sandford, A. P. Trengove; Century, P. R. Crittall; Clement-Talbot, J. A. G. Burchell, A. D. Englefield; Darracq, S. Gilks, R. D. Gregory; De Dion Bouton, H. T. Clarke, G. McGregor Craig, G. M. Gee, F. R. Piper, G. F. Hodgkinson, N. R. Hunt, E. Jarvis, F. L. Knight, N. R. London, F. Cogswell, J. Smithies, J. Stanbury, W. R. Stevens; Gardner-Serpollet, A. Hodsdon; Humber, L. Briggs, W. M. Mason, R. H. Stothert, D. G. Warwick; Humbrette, N. T. Beardsell, P. Newington, S. J. Snaxall; James and Browne, H. P. Lucas; Lanchester, A. C. Bird; Mercedes, E. Sears; Moss, R. F. Pierpoint; Norfolk, T. H. Boothman; Oldsmobile, G. Mawer; Orient Buckboard, R. W. Brown; Panhard-Levassor, R. L. Bennett; Peugeot, F. E. Davis, A. J. L. Evans; Phoenix Tricar, A. J. B. Bailey; Pope-Tribune, Dr. J. W. E. Fellows; Raleighette, F. J. B. Budgett; Renault, Cmdr. J. D. R. Davies, P. C. Waring, H. F. Welham; Riley, J. H. Woodin; Rolls-Royce, Oliver Langton; Siddeley, A. J. Geikie-Cobb, H. C. Hunter; Speedwell, C. H. Smith; Star, T. E. Johnson, P. G. Newens; Swift, G. E. Solomon; Tony Huber, C. F. South; Vauxhall, P. C. Kidner; Wolsley, C. Edwards; E. Pilmore-Bedford, G. Anderton, W. G. Morgan, J. O. Wiginton; Reo, H. Trussell.



Brighton's Madeira Drive was once again the goal of much ancient machinery, all of which had first taken to the road more than half a century ago

DISC BRAKES REVIEWED

Dr. Lanchester Designed the First 53 Years Ago

A COMPREHENSIVE picture of the development of disc brakes from the early part of the twentieth century to the present time was presented last week in a paper* read before the Automobile Division of the Institution of Mechanical Engineers by F. J. Bradbury and F. G. Parnell, of Lockheed.

The principle of the disc brake, like those of many other components of the modern car which have been reborn in the light of improved technique and materials, is, in fact, quite old. In 1902 the late Dr. F. Lanchester patented a disc brake design which had many features in common with present practice. A thin steel disc was attached to the wheel hub and a small area of friction material provided the braking force. In discussion after the paper Mr. George Lanchester supplied further information on the experience gained with this design. It was fitted to an experimental 18 h.p. Lanchester car of that period but suffered from the lack of satisfactory friction materials. At that time bonded asbestos had not been developed and experiments were made with various metallic materials, including copper. Considerable surface tearing of the disc was experienced, and the design never reached production.

The next use of disc brakes was during the 1914-18 war on a number of German trams, and they were later adapted for use as transmission brakes on American commercial vehicles. One of these was the American "Tru Stop" brake, designed in 1928 and still fitted in substantially the same form. During this period the disc transmission brake was also attracting the attention of British

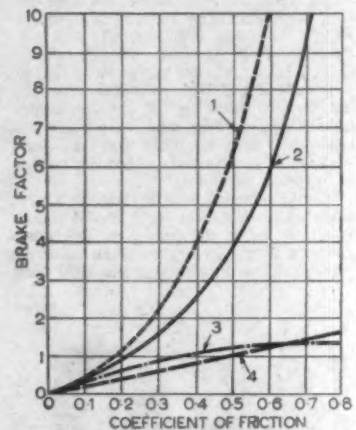
manufacturers, among whom were A.C. and the makers of the Milton car.

An early application to road wheels was the installation in Captain Eyston's Thunderbolt world speed record car of 1937. This brake closely followed the lines of an automobile clutch, with segmental friction linings of almost full annular form; the friction plates were clamped by hydraulic pressure between two substantial cast iron plates.

Although there were other isolated examples of disc brakes on vehicles, the next significant development was seen in armoured fighting vehicles during the 1939-45 war. They employed full annular discs of friction material in conjunction with a ball and ramp, self-energizing operating mechanism. This design replaced the drum brake solely because of space limitation. Satisfactory results made brake designers realize that here could be the alternative to the overworked brake drum in coping with the increased weight and speeds of certain vehicles. A version of this design—the Lambert brake—was fitted to the Chrysler Crown Imperial models of 1949.

Advantage was also taken of experience gained with disc type brakes in the aircraft field, in both the United States and Great Britain. In 1952 a disc brake was displayed at the Earls Court Show and considerable progress had been made by 1953, when the disc achieved outstanding success in racing, fitted to the Le Mans-winning Jaguars.

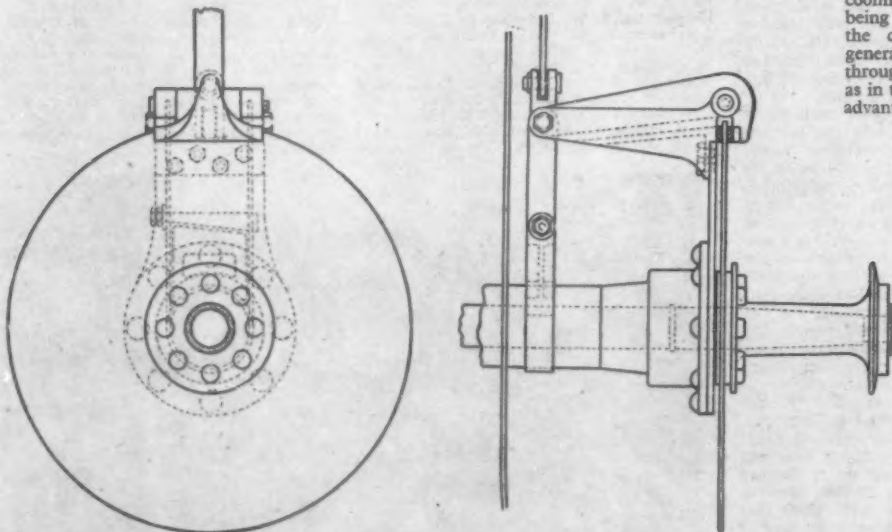
Many startling statements were made about its possibilities, but there were still several problems to be solved before designs were developed suitable for appli-



Its low brake factor, in conjunction with a high degree of rigidity, contribute to the high stability and freedom from fade of the disc brake

cation to normal road vehicles—a stage now reached by the leading brake manufacturers. During this period great improvements have also been made to drum and shoe brakes and this is one reason why the disc brake is not yet being used on the production high-speed car.

The outstanding feature of the disc brake is its freedom from fade or deterioration in performance, under high temperature operating conditions. This is possible because the exposed disc achieves a higher rate of cooling, its rubbing surfaces being in direct contact with the cooling air; the heat generated does not pass through a thickness of metal as in the drum design. This advantage would not be so



The modern disc brake, like many other features of current automobile design, was anticipated by Dr. F. Lanchester. This example, patented in 1902, was fitted to an experimental car and failed only because friction materials available at that time were found to be unsuitable

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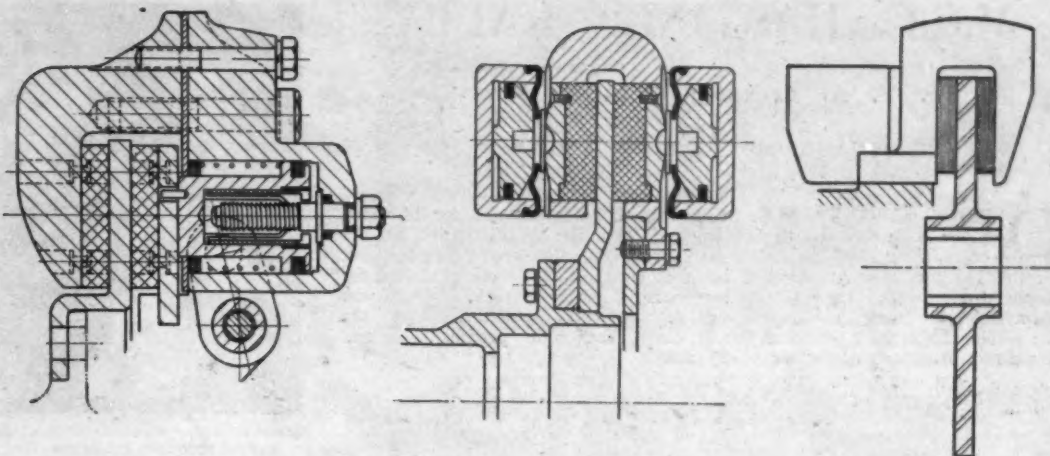
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Three types of disc brake: left to right, axially fixed disc with floating caliper; axially fixed disc and fixed caliper, and axially floating disc used in conjunction with fixed caliper

marked if the disc were shielded from the air flow.

The efficiency of a drum brake is reduced considerably by the expansion of the drum when heated. The radius of the brake shoe then no longer corresponds with that of the drum and rubbing contact is confined to the centre portion of the shoe. This reduces the self-energizing factor and the output of the brake relative to the load applied at the pedal. With the disc design heat may cause the disc to take a slightly conical shape, but this distortion does not affect the self-energizing factor.

Increase in temperature is responsible for a reduction in the coefficient of friction at the rubbing surface and this is, in turn, responsible for a drop in brake factor, which can be briefly described as the self-energizing attribute. A series of brake factor curves is shown, in which it is seen that the change in friction coefficient is much less for disc brakes than it is for the two-leading shoe or the simple leading-and-trailing shoe brake. For example, a fall in frictional coefficient from 0.4 to 0.3 reduces the brake factor from 3.8 to 2.2 for the two-leading shoe and from 2.5 to 1.6 for the leading-and-trailing. However, the reduction is only from 0.75 to 0.55 for the disc.

Fade has been minimized on the drum brake by the use of two-trailing shoe designs in the front wheels. But owing to the low brake factor and the high degree of lost motion caused by drum deflection and expansion under heat, servo assistance has been necessary. The disc brake also has a low brake factor, but its high rigidity enables high displacement ratios (ratio of linear movement of brake pedal to axial movement of wheel cylinder pistons) to be used. Thus satisfactory disc braking without servo assistance can be obtained on small and medium sized cars.

The inherent stiffness of the disc can be offset by the flexibility of the caliper, and it is in this sphere that a considerable amount of research and development work has been necessary to arrive at satisfactory designs—difficult owing to the limited space available for the caliper installation. Composite designs have re-

sulted, with the main load-carrying portion in steel and the wheel cylinder blocks in light alloy.

Experience has shown that good quality chromium iron is a satisfactory material for the discs if thin sections can be avoided. It is economical, has consistent friction characteristics and good resistance to scoring and thermal cracking. Steel can be used if the surfaces are chrome plated to reduce scoring and corrosion; a high degree of surface finish is obtainable, but it is more costly than cast iron.

There are many factors which influence wear of the friction pads, and one of these is abrasive dust. Fitting a shield over the disc would affect the cooling characteristics. Fortunately actual experience under conditions of floods, slush and snow have not indicated the need for any such protection, but these views may need modifying as further experience of sandy conditions abroad is obtained.

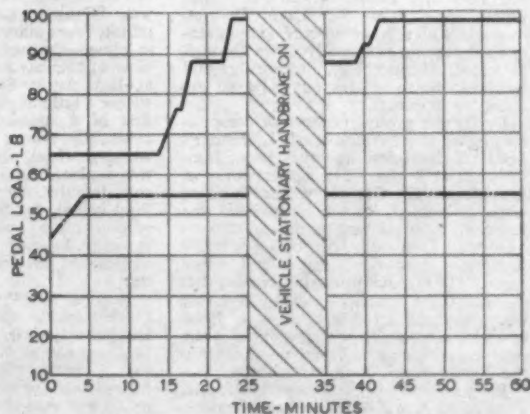
The first stage in the development of the disc brake has been completed, and the Citroën DS19 is the first series production vehicle to be fitted with it. In the quest for higher speeds and improved

braking, the adoption of the disc brake will undoubtedly be extended.

The paper stimulated a lively discussion, to which experts from several firms associated with braking problems contributed. Dr. N. Parker, of Ferodo, stated that the lack of curvature on the friction pad permitted the development of improved materials, and he also put in a plea for standardization of pad shapes. One speaker suggested the use of self-energizing mechanisms, but without exception all other contributors stated emphatically that the absence of these produced the high stability factor which was the disc brake's greatest attraction.

Mr. Butler, of Dunlop Aviation Division, said that we were not necessarily confined to the dry brake; liquid cooling might be used on the larger sizes. He pointed out that an advantage of the disc not readily appreciated was the reduction in brake heat transmitted to the tyre, which could reach serious proportions.

* "Disc Brakes for Motor Vehicles," by F. J. Bradbury, Associate Member, and F. G. Parnell, Member, of the Institution of Mechanical Engineers.



The results of fade tests carried out on the same vehicle with drum and disc brakes, where the drum design was being overworked. All stops were made from 50 m.p.h. at 16ft per sec per sec deceleration and at 1min intervals. Note constancy of disc brake pedal load, while that of the drum increases from 65 lb to 100 lb

M.C.C. HASTINGS RALLY

S. P. A. Freeman (M.G.TA) Wins

"The Autocar" Trophy and £100

DRIVING a 1937 TA M.G. Midget which he has owned for 16 years, S. P. A. Freeman won last week's 1,200-mile M.C.C. Rally. Of the entry of 222 cars, 26 failed to start at all and there were 66 non-finishers. Of the 130 cars that reached the finish at Hastings, ten were penalized for damaged coachwork. Only 51 cars lost marks on the road section, which was surprising considering the tortuous and rough nature of parts of the route. On the whole, the weather was kind, though during both nights patches of fog and low cloud made parts of the route very tricky.



F. Thrower takes his Ford Zodiac, with right-side tyre thoroughly distorted, through the Keasden reversing test after a day and a night on the road

BBRIEFLY, the plan of the Rally was this: the 196 starters set out early on Thursday morning, November 10, from seven starting points—London, Kenilworth, Taunton, Cardiff, Norwich, Glasgow and Manchester. After covering approximately 250 miles, they converged at Harrogate on the Thursday evening, arriving from 5.30 onwards; they set out again on a common route that took them through the Peak District, the Yorkshire Dales, up into Scotland, down again into the Lake District, through Wales' most obscure and mountainous regions and finally down through Hereford, Marlborough, Stockbridge and Battle, to finish at Hastings early on the Saturday morning.

By far the greater number of competitors chose the London start, L. Jenner's Ford Zodiac leading the way from Olympia at 8 a.m. The upper storey of the Metropolis Garage, where the cars were assembled, might have been the scene of a Royal film premiere; cameramen fired flash bulbs by the score while navigators compared maps and route cards. The route through London, left to individual choice, meant breasting one's way through the rush hour flood of London workers—whose glances at the rally cars bearing their crews away into the country were distinctly envious.

Early troubles began before Harrogate, even; at Raymond Mays' garage at Bourne, Bolton's brand new Ford was on the

hoist, having lost oil through a badly fitting valve chest cover. Patten's Porsche, too, was in—for panel-beating already, and still bearing the dent caused by an irate farmer in the recent Rally of The Dams! At the Buxton control, only 180 miles from the start, G. K. Horner had to push his Magnette through the control on time, then hurriedly set about curing clutch troubles.

Weather so far had been good, but clouds blew up and by Harrogate the rain was falling steadily. A pause of 45 minutes was allowed here for a meal and to refuel—the next official (and likely, in view of the late hour) fuelling point was at Hawick, in Scotland, 177 miles on. Fisher's little Standard Ten met here the first of a succession of troubles which eventually put it out of the rally; the steering wheel, which had disintegrated, was replaced with one borrowed from a considerably older car—later the brake fluid boiled, the brakes on the right side wheels ceased working and the slow-running jet did the same . . . wisely, Fisher and his crew decided to call it a day.

Familiar to rally competitors—but none the less tricky—the route from Harrogate left the main roads and took to the hills; Blubberhouses, Kettlewell, Buckden (a route check), Hawes with its easily missed small turning to the left, and wild, misty and exceedingly windswept Buttertubs Pass. The time scheduled required



The winner, S. P. A. Freeman, received a photograph of the M.G. from Alderman F. T. Hussey, Mayor of Hastings

an average of only 26 m.p.h.—easy enough on the main road sections, but on a dark, wet night, driving at this speed through narrow roads in fog becomes very demanding. On the high hills these little roads have no banks, only grass verges; in attempts to overtake slower cars several took to the grass and slewed to a standstill. Neale's Austin-Healey was seen resting by the road-side, quietly boiling.

Another difficulty was the undulating nature of these roads. At one moment the suspension would be bottoming on the bump stops and, at the next, the wheels would be pawing the air, cleft of the ground; the following car had, alternately, first a view of the roof of the car in front, then of the underside of the body.

By Brough the rain had stopped for the time being and the majority of competitors were on time. A few miles on, at Stanhope, there was the first of the special tests. On a steep hill approaching the town, the lights of which glittered in the valley below, cars had to stop at line A; they were timed from the moment they crossed line B, two yards on, until they crossed C, 60 yards on towards the foot of the hill, and after a sharp left-handed hairpin. This was carried out with engine idling and the gear box in neutral; cars had to stop before the front wheels crossed a fourth line, five yards from C. Apart from being a brake test, it also tested the drivers' courage in taking the hairpin at speed; many were the flashes from stop lights as drivers dabbed at the brakes when they need not. Times were generally nine seconds or more—mostly more—but D. O'M. Taylor's Triumph TR2 managed 8.2, which was excellent.

From Stanhope the route led through Blanchland and by further wild and desolate country through Hexham, Bellingham and Falstone to Hawick, the Northern extremity of the route. In this section, near Hexham, two Austin-Healeys, driven by J. E. McManus and B. E. Ross, were involved in an accident, McManus and his navigator being taken to hospital. McManus sensibly let "Jackie" Masters, secretary of the M.C.C., know that they were not seriously hurt.

By now the distance covered was somewhere around 430 miles—a day and the best part of a night on the road and the rally little more than a third spent. From Hawick, second-class roads led southward through Newcastle—where K. Best

holed the sump of his Austin-Healey and plugged it with chewing gum, heather and wire—Kershope Bridge, Brampton and Kirkoswald to Penrith.

At Brampton the entry was whittled down further when the Pat Moss-Sheelagh Cooper TF 1500 M.G. was involved with a stone wall. After crossing a small bridge the road turned sharply left; the M.G. slid outwards on the turn and into the wall on the outside of the corner.

Though the buckled front wheel was changed in the hope that they might be able to continue, it was found that the front suspension and the frame were deranged and the girls had to give up. One or two competitors decided to omit the northern loop by cutting across from Stanhope via Alston to Penrith; among these was A. H. Shinn's Sunbeam-Talbot 90.

First to reach Penrith (no penalty for early arrival here) was the team of three TF 1500 M.G.s driven by G. K. Hale, C. Shove and S. G. Cobban, drawing up in close formation in the square. Throughout the rally these cars maintained close station, leaving controls—where this was possible—at the departure time of the third car, so that they pulled out together. During the dark hours of the rally they would keep about 40 yards apart, the first and third cars well in to the left side of the road and the second slightly over towards the centre; by this means the entire road was well lit by their head lamps. At corners No. 2 would adjust his position so that his lights would serve their best purpose in lighting the corner. One efficient navigator was carried between the three and shifted from one car to another,



"Bob-a-job." On one of the gated roads near Llanrhaadr children seize the opportunity to make an honest penny by charging 3d per car for opening the gates

according to whose turn it was to lead.

When the Pat Moss M.G. struck the wall, all three stopped to give assistance. Only once were they separated when, at the Eppynt test, the fuel pump on one car failed. The second remained to help cure the trouble (which was achieved by connecting the pump to a sidelight, the only available source of power), while the third carried on; all three were back in station by the end of the event.

After Penrith the route struck off westwards, making a loop from Keswick through Portinscale, Stair, Seatoller and back again to Keswick before leading through the wild heights of Blea Tarn, Wrynose and Hard Knott Passes. The scene on Wrynose was impressive as the

lamps swept across huge, towering crags at the side of the road. On the initial, steep stretch of Hard Knott there was a timed acceleration test, taking in a tight left-hand corner half way through. Stross' Jaguar XK140 was exciting, wheels spinning and sending out volumes of smoke, though probably he would have been faster with slightly less throttle. Mrs. S. M. Horner's Ford Consul gave up with a burnt-out clutch and assumed the role of spectator, the occupants returning home—fortunately but a few miles away—and collected the car later.

The long, winding descent from Hard Knott's bleak heights into Boot took further toll of brake linings before the road led on to Broughton-in-Furness, Newby Bridge, Kendal and Sedburgh. It was more of a problem to maintain a high average speed now that the sun was up. By night there are always the lights of oncoming traffic to warn one but, in the early morning, there is the likelihood of the postman's van or the milk cart doing an early round. Near Sedburgh competitors rounded a corner to find the road entirely blocked by a milling flock of sheep.

At Keasden, on a high and windswept hilltop, there was a reversing test at a cross roads. Here again wheel spin cut down what should have been good times, and those who set about it gently were quickest. Watkins' Simca seemed averse to staying in reverse, despite repeated and noisy attempts to make it. McLaughlin's Austin-Healey and Dr. Spare's Morgan Plus Four were good, carrying out the manoeuvre in 16 sec, and Walker's big Mark VII Jaguar achieved 16.8 sec, an excellent time for so much car. And so on, southwards through the industrial areas of Waddington, Preston, Wigan and Warrington to the Chester control, by which some 20 of the original starters had retired for one reason or another.

Sunshine at Chester brightened the task of finding the control, which, although signposted, was not very easy to locate. Many cars took the wrong road and found themselves well on the way to Wrexham before the error was realized. Some drivers, becoming doubtful at the right moment, made their enquiries for the "Little Rodee" control and were rewarded with the information that it could not be missed because it was just down the road opposite the Big Rodee—directions which are intelligible only to the Chester resident.

Unlike most of Wales, Chester—just inside the English border—was seen in daylight, and although competitors were routed away from the city centre they



M.C.C. HASTINGS RALLY . . .

were able to catch glimpses of some of the historic structures.

By the river, the Little Roodce was equipped with an impressive amount of parking space and a good supply of food. Here competitors had time off to enjoy the facilities, as most of them were there early, making the most of regulations which did not penalize early arrival. Number 11, for example (R. B. Cade, Mark VII Jaguar), arrived at 11.45 a.m. although not due to restart until 1.44 p.m. This was also a time for "bonnets up," crew members busying themselves checking over cars and effecting minor adjustments.

From Chester the route proceeded through Wrexham and on via Ruabon and Llangollen to Bela, where there was another time control. On again then through Dinas Mawddwy to Bwlch-y-Groes for the next test. The route to "Bwlch," as it is so often designated by rally competitors, is narrow and winding, but straightforward. It was dark by the time the early arrivals appeared, but even this, and their tiredness, did not excuse some of the poor driving that was seen on this uphill exercise. The test took place this time on the approach to the top of the pass, and consisted of a standing start from one line to a second on the middle of a hairpin: competitors had to stop astride this second line before proceeding over the third, finish line.

The restart on the central line was the trouble-maker here. By the time the test began the weather had deteriorated into a steady drizzle, and the wet and rather loose surface added to the difficulty of the gradient. Some sports cars sat on the line with spinning wheels, having been given too much throttle, and some family saloon drivers managed to coax their mounts into action only after several tries. Many other drivers, careless because they were tired, stalled engines—sometimes twice or three times. A number of cars rolled back so far that their front wheels recrossed the line.

After this test competitors who had taken part in one of the similar events of the past expected fairly straightforward going on narrow, tortuous lanes. But they were in for a surprise. Although the regulations mentioned that there

The second of the Hastings tests: J. C. Harrison's Standard Vanguard estate car comes neatly to rest with the front wheels just over line C. The mass of thinner lines represent units of six inches each, on either side of the line



would be no "chassis breaking" sections, the tracks that followed Bwlch-y-Groes could certainly cause damage at least to springs.

Very steep in parts, one long section of the route was really rough, with loose rocks here and there, and deep gulleys that could nearly take the wheels off a car that went too fast. To the right were drops worthy of the High Alps, and many a crew had a fright as their cars slewed about perilously close to the edge. As the subsequent control was reached some hard words were being thrown at the amused local marshals.

Throughout the night most cars proceeded without real difficulty, although the going was hard at times. But minor troubles were to be observed, including lack of fuel in the Ford Anglia of P. J. Anton. The crew remained philosophical, however, even though the car stopped a matter of yards from the top of a pass.

Ultimately the cars reached Machynlleth, and were soon in procession over the mountains again through Dylife (pron. Dulleve) and down again to Llanidloes. Here the going was better. Again the mixture of roads and tracks was reasonably smooth to the Elan Valley control and the Abergwesyn. By the time Garth was reached, drivers were more than a little tired, and judgment suffered accordingly in the Eppynt test, which called for a series of straightforward acceleration and reversing manoeuvres.

Driving became easier still as the cars headed through the darkness for the

English border, beyond which lay the finish. One incorrect direction on the route cards, and the rough road after Bwlch-y-Groes had caused some heart burning, but now the end was almost in sight.

After the exacting and tiring Welsh section the names on the route card became familiar, more easily pronounced and less outlandish . . . Cirencester . . . Marlborough . . . Stockbridge . . . Battle and Hastings. But as the route became less demanding it became increasingly difficult to remain awake. Intermittent patches of fog kept drivers on their toes while crews huddled in uncomfortable positions and slept; there was the possibility of secret route checks, so short cuts were out of the question. A little before 8 a.m. on the Saturday morning the first car pulled in to Hastings and embarked on the series of four tests that wound up the rally.

In normal circumstances these might have been easy enough, but after 48 hours on the road tiredness dulled the senses. Porter set out on the third test in his Jaguar, became hopelessly lost and emerged in the wrong direction, apologizing sleepily to his navigator that he could not remember the instructions. On the downhill braking test the Renwick-Cooper Magnette, after losing no marks until then, stopped on—instead of over—line C.

One or two crews had turned to and washed their cars before going through the tests; Nicholson's Wolseley Four-Forty-Four looked fit for a *concours*, as did Smith's Morris Minor. Silverthorne's little Renault turned up at Hastings and before it took part in the tests the crew fitted a new big-end—a gallant effort. In order to make certain he did not lose his way, Reg Harris had his navigator read the instructions as he conducted his Jaguar saloon round the pylons. Outstandingly good throughout these final tests were the Morgans driven by Peter Morgan, A. L. Yarranton and Dr. J. T. Spare.

So the rally ended—except for the party on Saturday evening at which competitors were the guests of the Mayor, and the prizegiving gathering on the Sunday morning. Freeman's win in the 1937 TA M.G. Midget against so much more modern and powerful machinery was excellent—and it is interesting that he chose the M.G. in preference to an XK Jaguar which he also owns. His win, therefore, of the cheque for £100 and trophy presented by *The Autocar* becomes all the more meritorious; needless to say, the prize for the best pre-war car also went to Freeman.

Further illustrations appear on pages 850 and 851

PROVISIONAL RESULTS

Best performance (Trophy and £100 presented by The Autocar): M.G. 1,390 (S. P. A. Freeman), 15.73 marks lost, 21.50 above class average.

Second: Sunbeam 2,267 (A. C. Whitham), 15.20 marks lost, 6.75 above class average.

Third: Hillman 1,390 (J. R. Robinson), 16.10 marks lost, 7.85 above class average.

Ladies' award: Morgan Plus Four 2,088 (Miss A. Palfrey), 16.17 marks lost.

Class awards

Production touring cars

Up to 1,000 c.c.: 1. Standard 688 (P. G. Cooper), 15.53 marks lost, 2. D.K.W. 506 (R. H. Lamber), 17.36; 3. Renault 747 (D. J. A. Smith), 17.87; 4. 1,001 to 1,300: 1. Ford Anglia 1,172 (J. P. Blackmore), 16.79; 2. Hillman 1,390 (D. J. Langton), 16.54; 3. Ford 1,172 (J. E. Irlam), 18.21; 4. 1,301 to 2,000: 1. Sunbeam-Talbot 2,267 (P. H. Brown), 16.49; 2. M.G. Magnette 1,489 (O. V. Howe), 16.79; 3. Fraser-Nash 1,911 (R. A. Watkins), 17.47; 4. Over 2,000: 1. Jaguar Mark VII 3,442 (R. B. Cade), 16.77; 2. Bentley 4,566 (A. J. Burton), 24.90; 3. Austin 2,629 (C. E. Wakenfield), 28.45.

Grand touring and modified touring cars

Up to 1,000 c.c.: 1. Renault 748 (S. D. Silverthorne), 15.53; 2. Renault 748 (W. G. Cawsey), 16.97; 3. 1,001 to 1,300: 1. Ford Prefect 1,172 (J. P. Walker), 16.02; 2. Ford 1,172 (P. Bolton), 16.23; 3. Ford Anglia 1,172 (J. P. Anton), 21.58; 4. 1,301 to 2,000: 1. Porsche 1,488 (E. J. K. Patten), 15.82; 2. Riley 2,468 (P. H. Channon), 16.93; 3. Citroën 1,911 (O. P. Remondou), 20.57; 4. Over 2,000: 1. Jaguar 3,442 (O. H. F. Parkes), 15.96; 2. Jaguar XK140 3,442 (L. S. Struss), 16.96; 3. Aston Martin DB2-4 2,922 (Miss P. Burt), 25.79.

Production sports cars

Up to 1,000 c.c.: no finishers. 1,001 to 1,300: M.G. TC 1,250 (M. J. Reid), 58.91; 1,301 to 2,000: 1. Morgan Plus Four 1,991 (J. T. Spare), 15.35; 2. Morgan 1,991 (A. L. Yarranton), 15.46; 3. Morgan 1,991 (P. H. G. Morgan), 15.91; 4. Over 2,000: 1. Austin-Healey 2,660 (L. Griffiths), 15.49; 2. Austin-Healey 2,660 (A. E. Westbrook), 17.16; 3. Jaguar XK150 3,442 (J. A. Walker), 16.14.

Competitor losing least number of penalty marks:

Morgan Plus Four 1,991 (J. T. Spare), 15.35.

Team awards: Production touring cars:

Standard Vanguard 2,088 (J. E. Harrison), Hillman 1,390 (J. R. Robinson) and M.G. Magnette 1,489 (O. V. Howe), 52.42 aggregate.

Grand touring and modified touring cars:

Ford Prefect 1,172 (J. P. Walker), Ford 1,172 (P. Bolton) and Ford Anglia 1,172 (J. M. Sren), 63.87 aggregate.

Production sports cars:

M.G. TC 1,250 (M. J. Reid), 58.91; M.G. TF 1,466 (C. Shore) and M.G. TF 1,466 (S. H. Cobban), 55.98 aggregate.

Starting control awards:

London: M.G. TF 1,466 (I. Mantle), 14.55. Kentworth: Morgan 1,991 (A. L. Yarranton), 15.46.

Taunton: Morgan Plus Four 1,991 (J. T. Spare), 15.35. Cardiff: Austin-Healey 2,660 (A. E. Westbrook), 17.16.

Norwich: M.G. 1,390 (S. P. A. Freeman), 15.73. Glasgow: Hillman 1,390 (J. R. Robinson), 16.10.

Manchester: Triumph TR2 1,991 (H. B. Jacoby), 14.20.

Ladies' starting control awards:

London: Aston Martin DB2-4 2,922 (Miss P. Burt), 25.79.

Kentworth: Morgan Plus Four 2,088 (Miss A. Palfrey), 16.17.

Taunton: no finishers. Cardiff: no entrants.

Norwich: Sunbeam 2,267 (Miss P. A. O'Connell), 22.50.

Glasgow: no starters. Manchester: D.K.W. 506 (Mrs. A. Hall), 24.97.

Pre-war award:

M.G. 1,390 (S. P. A. Freeman), 15.73.

Members' award (M.C.C. trophy):

Morgan Plus Four 1,991 (J. T. Spare), 15.35.

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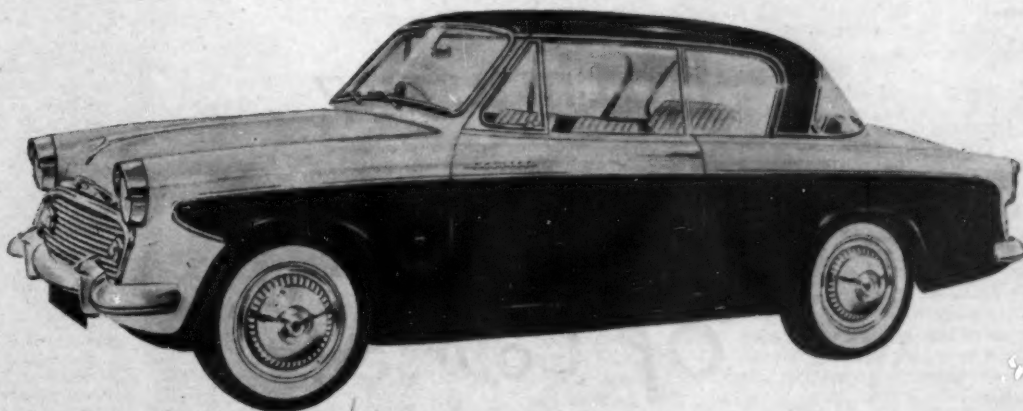


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CRITIC at KELVIN

The 40th Scottish Show



FIRST glimpse of Glasgow is breathtaking—if you fly in on a wet night. Your Viscount tips a lazy wing and below you is a galaxy, a Milky Way of street lamps, blue, white and yellow, mapping Clydeside with intimate perfection. The river is black velvet except where the leading lights flash for the Clyde pilots as they bring in the big ships from the Western Ocean. Up past Dumbarton Rock, Babcock and Wilcox's and the Esso storage tanks. Up into the lusty city where the three- and four-storey tenements front the Dumbarton Road until they suddenly open out at the junction where Argyll Street and Sauchiehall Street form a wide fork. The Western Infirmary and Glasgow University stand back behind lawns on the left, and the Kelvin Hall sits stolidly at the street edge on the right.

It is an uncompromising building outwardly, of reddish stone blocks blackened by Clydeside smoke. Inside, it can give Earls Court a point or two. The high lantern roof permits daylight to help the ranks of hanging lamps illuminate the cars. The straightforward rectangles of the floor leave the visitor in no doubt as to where he is, whereas the Earls Court triangle was devised, it would seem, to spread confusion. And the accessory stands, which line the walls, can be visited logically in a single circuit and with unidirectional gaze. Earls Court galleries demand a double-faced Janus with a year's training behind him in the Hampton Court maze.

It is in the more helpful setting that the 40th Scottish Motor Exhibition is staged by the Scottish Motor Trade Association. For this is an agents' show, in which the stand sign of a manufacturer comes as a surprise; Daimler is an example this year. Since the war there have been three shows, held biennially, and from now on it is hoped that the Kelvin exhibition will be annual, if the Society of Motor Manufacturers and Traders approves.

The society will be foolish if it does not, for Scotland is a critical market. When Lord Strathclyde, who is Minister of State for Scotland, opened the Show on November 11, he touched on this aspect. "Whether we like it or not," he remarked, "Scotland must be a motor using country. The distance between our towns tends to be greater than else-

where in this island and our share of Britain's roads is a good deal higher than our share of Britain's population. For many of our rural communities in particular, the motor car and motor bus have consequently become a necessity."

Necessity mothers not only invention but also discrimination, and when the discriminating buyer comes from a nation of engineers, the seller is likely to become quickly aware of the consumer evaluation of his product. I would not say that the South of England buyer is lacking in discrimination, but I would say that his taste is far more frivolous than that of the Scot. He will buy for appearance, or because his wife wants to outsmart the Joneses; if you farm in Sutherland, visiting Glasgow twice a year and Edinburgh once for the Festival, you are likely to buy for more solid and—let's face it—more worthwhile reasons. For one thing, your motoring time will not be spent in a traffic queue, so you will be interested in more than acceleration, and you will travel a lot along narrow roads with blind corners round the hillsides, with corresponding interest in good visibility, steering and brakes. Service will interest you, too, and reliability will mean a lot. You will tend to go for quality.

Is it to be found in this year's cars at the Kelvin Hall? I think so. Perhaps it is significant that one of the first models seen as the visitor enters the hall is the new Armstrong Siddeley, tastefully set off by a wrought iron basket full of red and yellow carnations by Taggart's of Glasgow. This is the sort of car that Scotland appreciates. Rovers, too, appear in considerable numbers—on seven stands, in fact—and are shown exclusively by one firm, James Gibbon (Motors), Ltd., of Parliamentary Road, Glasgow. "Jimmy" Gibbon is well known in Scottish sport with his Rover Special. The Land-Rovers appear round on stand 97 in the commercial vehicle section (the Kelvin show includes commercials) and here again, you feel, is a vehicle appreciated in Scotland. The display indicates that your hunch is a good one—a Land-Rover is shown clambering over rock and heather, with a notice in front, "No Road—except for Land-Rover."

Some of those prospective buyers would, I feel sure, have been interested to scrutinize the Jaguars on Ritchie's of Glasgow's stand just before the show opened and while the



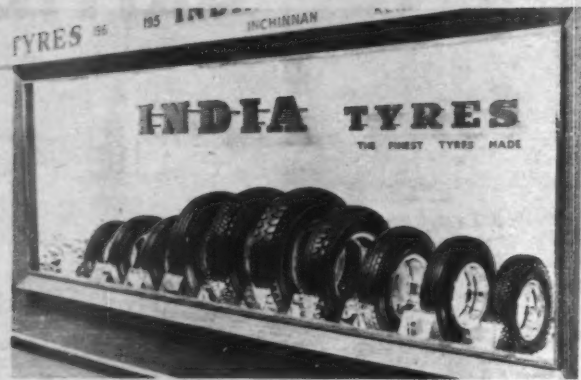
"Lamp hoods on the new Sunbeam Rapier"



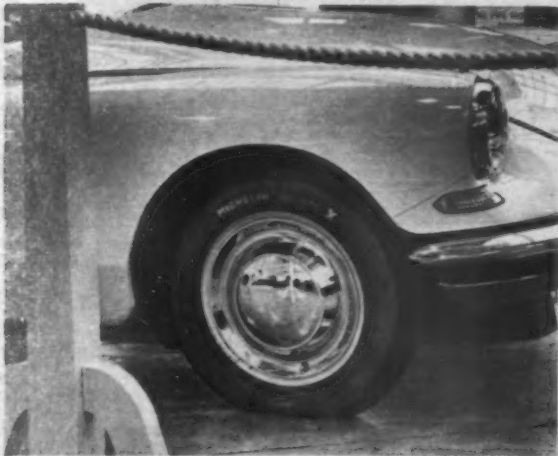
"Much more appealing than gold initials"

CRITIC at KELVIN . . .

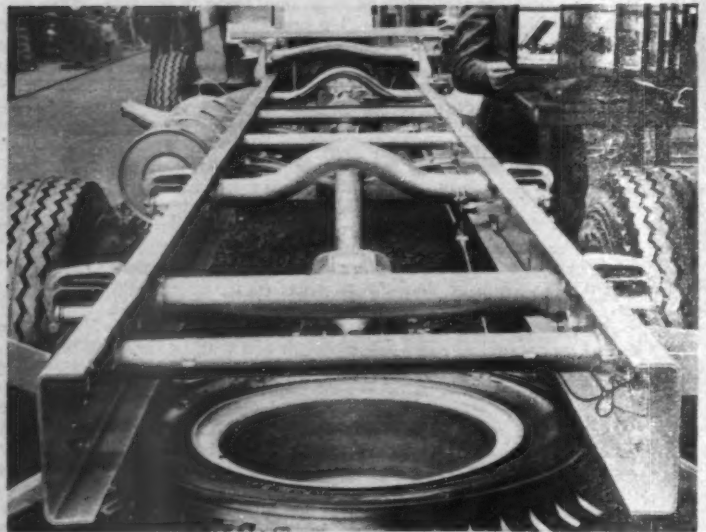
"The front of the new Vanguard is really very clean"



"Scotland's tyre manufacturers, India, have a fine static display"



"Reminding one of the growing popularity"



"Two massive side members" (Below) "A warm beige for the hard top"



screen stickers were still in place. On both the Mark VII saloon in dark green, and the pearl grey XK140 drophead was the circular label "Passed for Dispatch"; but on the coupé also was an internal label in red addressed to Coventry Trading company drivers. It was refreshingly blunt: "If you are reported for exceeding 50 m.p.h. with this car your dismissal will inevitably follow."

I like that, and so would a customer planning to spend about £1,700 on this beautiful car.

Incidentally, the Jaguar flair for knowing what its public wants is shown by those black spots in the centre of the head lamp glass, containing the solitary letter J. Much more appealing than gold initials or a coronet on the door, transfer-applied.

The Scottish Show permits the study of the smaller details in a way that has become impossible in the crush at Earls Court. In fact, the London show visitor, exasperated by the throng, the TV cameras, the Distinguished Visitors and the camera "cheesecake" of the southern exhibition might well consider coming north and enjoying his showgoing in Glasgow. After a day or two he could carry on down the Dumbarton Road and take a run through the Highlands, along the side of Loch Lomond and through the Glen Falloch gap to Crianlarich. If the weather held he might catch the autumn tints alongside the loch, just to accentuate the joys of car ownership.

Points of interest certainly reward the Kelvin showgoer. The lamp hoods on the new Sunbeam Rapier are quite pronounced, and have a considerable effect on the smartly angular styling of the car from the dead side viewpoint. The front of the new Vanguard is really very clean indeed for this type of car, and the head lamps in this case are heavily rimmed but not hooded. Macharg, Rennie and Lindsay show a Vanguard in beige, the Eastern Motor Company of Edinburgh display one in green that is a little greener than olive and very attractive. The Rapier in honey beige and pearl grey shown by James Ross of Edinburgh is also very appealing—more so to the male taste, perhaps, than the yellow and black, cream and red, type of duo-toning that tends to be used on a car such as this.

Colours in general are well chosen. There isn't, in fact, a chromatic eyesore in the place. Westfield Autocar's M.G. Magnette, described rather baldly as blue, is really blue-grey—the kind of shade you get on certain parts of a wood-pigeon's plumage; it looks good. So does Gillespie's more orthodox red example. The 2.4 Jaguar appears in both stone and maroon, and the Mark 2 Aston Martin hard-top on the S.M.T. Sales and Service stand is maroon in the body and a warm beige for the hard-top. Eth, I reckon, would like it as well as would Ron.

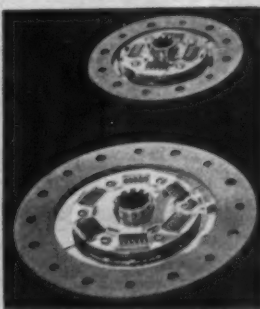
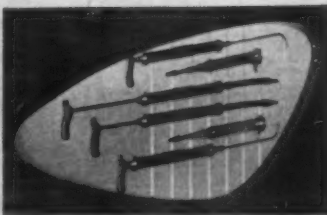
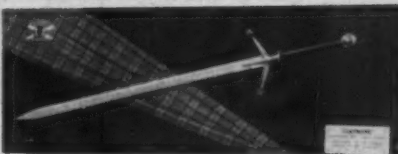
The surprise aspect of the Scottish show is well illustrated by this stand, for the other exhibits are three Vauxhalls, Cresta, Velox and Wyvern. You never know what you will come across next (as always, the show catalogue is used for post-visit reference and not stand exploration). Thus, on Cameron and Campbell's stand, a bit submerged by Vanguard, Volkswagen and a 2.4, is a lovely little metalecent green Aceca, looking as dainty as a spring leaf (dewy grass type, not half-elliptic).

I'm not sure that James H. Galt does not have the most mouth-watering list of exhibits for one stand: Alvis, Bristol, Citroen, Mercedes-Benz. The cars in question are the stone-coloured Graber Alvis, as seen at Earls Court, a black 405 standing diffidently back like the unobtrusive beauty that it is, a stone-coloured DS19 (always with a horse-shoe of curious visitors round the open bonnet) and a blue 220A saloon Mercedes-Benz. The Citroen has lost its strangeness of appearance and rapidly grows on the observer. There is a yellow one, fenced off, on Gordon Macandrew's stand next door, the gold lettering on its Michelin X tyres reminding one of the growing popularity of these.

Special displays are infrequent at Scotland's Show—perhaps another indication of the "no nonsense" aspect of the market. There are several cutaway engines, of course—the 1½-litre M.G. unit on the Fife Motor Company stand is a good example—and the Hunter 75 chassis which was at Earls Court is displayed by Crowther's of Glasgow; it is the only display chassis. Nevertheless, if the motorist is interested in fine engineering, as represented by good chassis, he can stroll round into the commercial vehicle section, where he will find all his wants satisfied—not least by the Albion Clydesdale 9-ton chassis, Model FT101BYW. This superb monster has two massive side members, tubular cross-members, and no fewer than four universal joints on the way down to the twin back wheels. Albion are, of course, Scotland's only motor vehicle manufacturers, their factory being a mile or two down the road from the Kelvin Hall at South Street, Scotstoun.

If a first-class engine is desired for study, the same section of the show provides the Gardner 6HLW horizontally opposed diesel. This has a bore and stroke of 4½ by 6in, a capacity of 8.4 litres, and produces 112 b.h.p. at 1,700 r.p.m. I like to think of these slow-moving giants hauling the loads of industry across the country, but I am no lover of them in public service vehicles. After years of being shaken to the backbone by high compression, slow-revving diesels in British buses and coaches, it was a revelation to travel fairly extensively in petrol engine coaches with the British Motor Corporation party in South Africa last winter. They are Rolls-Royce by comparison, and it is a pity that we have taxed ourselves out of petrol-engined p.a.s.

Round the sides of Kelvin Hall the accessory salesmen lurk, their buttonhole badges gleaming with anticipation of the customer, their stalls gay with motoring bargains or ingenious displays. Most admiration must be accorded to the Trico-Folberth salesman, who sat at a desk writing while all about him wipers lashed to and fro, winking indicators occulted and lights glowed. It was a sort of commercial version of Kipling's "If," causing one to raise the hat respectfully and pass on. By contrast, Scotland's tyre manufacturers, India, have a fine static display—the complete range



KELVIN
PATTERN

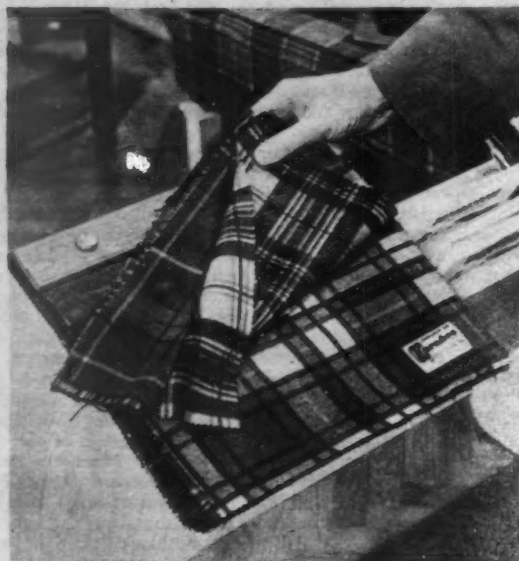
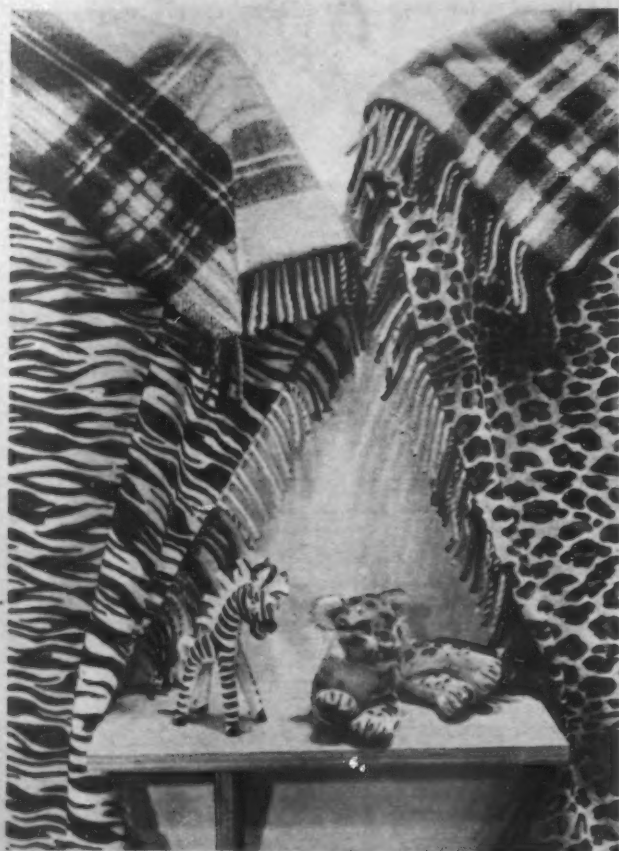
CRITIC at KELVIN . . .

of the company's tyres, graded for size, framed in mahogany. This year your critic discovered the secret of Karobes tartan success. Karobes come from Leamington, the heart of English England, but they boldly display tartans in Scotland's Glasgow, with no fear that they should get their patterns wrong. The answer is that they get the tartans from Scotland and then sell them back to the Scots again, which is canny if you like. Anyway, the Ancient Buchanan tartan is one of the gayest and most popular, they find; they were the first firm to offer tartans as seat covers. There is a lovely barbarity about the weaves.

Kladwell of Glasgow are similarly enterprising. They show zebra and jaguar-skin rugs with tartan backing. The jaguar pattern is well established, but the zebra dates from opening day at Earls Court this year, when Lady Docker's true zebra-skin seats were first seen. Kladwell's saw Lady Docker that same evening and the factory workers in Glasgow worked all night on a copy pattern. The result was flown down to London Airport by the Clansman service on the Thursday morning and was on show by 11 a.m. It sold well and it deserved to. These rugs are very warm (the "skin" is a cotton-fur fabric) and cost £8 apiece; 14 tartans are available.

This is a businesslike show, and if I were a car manufacturer I would be very interested in the results. Scotland now approximates more closely to markets elsewhere in the world than does the overcrowded territory south of the Border, and what goes down well in Caithness is likely to

"Zebra and jaguar-skin"



"Ancient Buchanan is one of the gayest"

go down better in West Africa than the car that pleases in Piccadilly. The figures give some indication of the differences, and bear out Lord Strathclyde's remarks. England had 2,729,676 cars in 1954, 20 to the mile of road; Scotland had 226,655, eight to the road mile. As a whole, there were 15 persons per car in England, 23 per car in Scotland, but those figures tend to obscure rather than illuminate. One needs to go into more detail to see how important motoring is in Scotland: Sutherland has 12 persons per car, Orkneys 11, Caithness 15, Kirkcudbright 10 and Wigtown 12. These are the open spaces, Glasgow pulling the figure up with 43 persons per car; Edinburgh, on the wealthier side, has 22. England's greatest city has 16 persons per car. Why, in fairly prosperous times for Clydebank, has Glasgow so few cars? I do not know, unless it be the content of the Clydsider for his river and his city; besides, Loch Lomond is only a stone's throw away. Yet Glasgow, these days, must be a market capable of considerable expansion.

If you except the tartans, there is little of the traditional air about Scotland's Show, a fact which disappoints the visitor from over the Border. He may joke about thistles and haggis, but he secretly wishes that English tradition were as strong. Where the kilt arouses admiration the strap-bound legs of the Morris dancer merely embarrass. There isn't a thistle in Kelvin Hall, and the blue and cream stand "banners" are as English as a choirboy's surplice, newly laundered. Come along, Scotland; where are those rampant lions, those dirks and sporrans? If you are not careful, your critic will come up by train next year, bringing with him the Dagenham Girl Pipers. Tourists expect national costumes and colour, even if they prefer not to have their publicity literature in Lallans. And the tourist industry, an essential to Highland wellbeing, is also essentially a motoring industry.

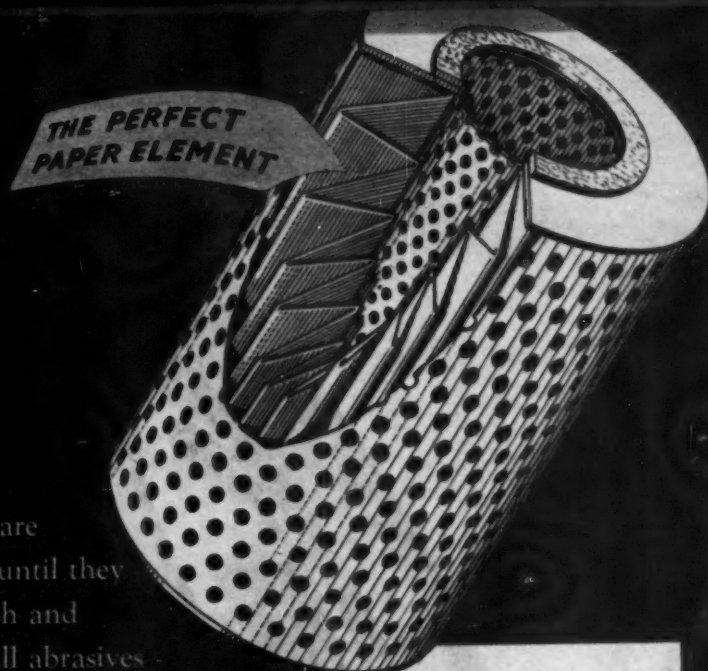
MICHAEL BROWN.

SHOW CLOSES

November 19



ABRASIVES – friend or foe?



Vital bearing surfaces are produced by grinding until they have the requisite finish and accuracy. After that, all abrasives that find their way into the engine oil are enemies, ready to cut into every working part, ready to wear it out long before its time.

The Purolator 'Micronic' filter, with its element of enormous area, arrests the harmful particles and vastly prolongs the life of the engine. But in time it will get clogged with the impurities it has collected —so don't forget to renew it when necessary so as to carry on the good work.

Is YOUR car here?

If so, it may have a Purolator oil filter:

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|------------------------------------|--|
| ARMSTRONG SIDDELEY Sapphire | |
| ASTON MARTIN D.B. Series | |
| AUSTIN | A-30 Seven, A-40 Devon Dorset, Somerset Sports, Countryman A-40 & A-50 Cambridge A-70 Hereford and Hampshire A-90 Atlantic |
| FORD | Zephyr, Consul, Zodiac |
| LAGONDA | 3-litre |
| H.G. | TD, TF, Magnette |
| MORGAN | Plus 4 |
| MORRIS | Minor Series I and II Oxford Series I and II Cowley |
| STANDARD | Eight, Ten Vanguard Series I and II Saloon and Estate Car |
| TRIUMPH | Ranown, TR-2 Sports |
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the tyre that "shod"
the car on a RAC-observed
round trip of 1,230 miles
—despite nails previously
and purposely driven into
both the offside rear and
nearside front tyres. This
testing journey was completed
with no loss of air pressure.

DUNLOP
TUBELESS

HERE ARE SOME FACTS ABOUT **DUNLOP TUBELESS**

DESIGNED, tested and proved to give virtual freedom from puncture delays, constructed to reduce risk of bursts or damage through impact or under-inflation to the absolute minimum, Dunlop Tubeless are also easy to fit and maintain. Any garage can put them on for you and a simple repair kit is available for sealing small penetrations at a time convenient to you . . . without taking the tyre off.

Easy to fit and maintain



No inner tube. The air retaining liner is part of the cover.



This rubber sealed valve goes into the valve hole in the rim, as illustrated above.

1 Fitting Dunlop Tubeless is quite a simple operation. Your garage will do it or you can put them on yourself. Full instructions are provided when you buy the tyres and, incidentally, tyre pressures are exactly the same as for the normal cover and tube.

2 They can be fitted to all car wheels of 16" diameter and downward, with the exception of the wire type. You are under no obligation to purchase a full set: Dunlop Tubeless can be obtained one by one, if need be.

3 As regards cost, you pay no more for Dunlop Tubeless than the combined price of a cover and tube. Moreover, they can be remoulded when the time comes. Dunlop remould service is available through your normal tyre supplier.

4 As to maintenance, expect little or no trouble. Puncture delays and roadside wheel-changing are almost things of the past, bursts practically impossible; even the need for "topping up" with air is far less frequent.

5 If the tyre is pierced by a nail, the inner lining and the casing "cling" round it and prevent a deflation. You simply leave the nail in and drive on, without risk of serious air loss.

6 It is necessary however to examine the tyre every 2,000 to 3,000 miles, and to withdraw nails or similar objects at a time when loss of air will cause least inconvenience. For the repair of these small holes the Dunlop "Reddiplug" Outfit is recommended.



The Dunlop "Reddiplug" repair outfit is also available for your use.



To repair holes, insert rubber plug from the outside, nip off to within $\frac{1}{8}$ " of tyre surface.

If you require further confirmation of the efficiency of Dunlop Tubeless and their advantages to you, ask your garage for printed details, or write direct to the Dunlop Rubber Co. Ltd., Fort Dunlop, Erdington, Birmingham, 24.

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of trouble-free motoring**

Wherever you go...



Player's Please

IT'S THE TOBACCO THAT COUNTS

CONTINENTAL EXPRESS



Porsche 1600 on the Road : Wide Choice of Engines and Body Styles for 1956

WHEREAS most British makers have preferred to persist with conventional designs which have stood the test of time, the attitude on the European continent has usually been in direct contrast, the Continental designers concentrating on projects for the future rather than redecoration of the past. In this they are supported by a buying public ready and willing to give the fruits of their labours a trial, even if this sometimes means enduring a few imperfections on the early models. Examples of the German designers' enterprise and foresight were much in evidence at the recent Earls Court Show, where they exhib-

ited cars with fuel injection, o.h.v. V-eight engines of moderate capacity, three-cylinder two-strokes, air cooling, and automatic transmission on a car of medium size.

The many virtues of the Porsche, when introduced several years ago as a sporting development of the Volkswagen, were offset by one or two vices; but the engineers responsible were clearly convinced that they were on the right track and persisted doggedly with their efforts to make it good. Thus we find the 1956 Porsche almost in a class by itself for the combination it offers of high cruising and maximum speeds without mechanical fuss, coupled with real economy in fuel consumption and, for a sporting vehicle, excellent comfort for two. It has better detail finish than many in relation to its basic price, remembering that in Germany it sells for a much more modest figure than over here, the German having to pay no import duty or purchase tax.

Its extremely low build, sporting appearance and long list of competition successes may deter the more conservative from giving it much consideration; in fact, it is an entirely practical vehicle for everyday use, although clearly far more suited to long-distance motoring than to town work—and it is inevitably less easy to enter or leave than a more conventional machine. The new car is unchanged in general form from its predecessor, but several outward and inward improvements have materially increased its attraction.

There is a new panoramic windscreen, the extremities of which are wrapped round through ninety degrees. This replaces the one-piece V-screen of the old 1500, and, in conjunction with the very narrow pillars, provides exceptional visibility to the front and sides without any of the previous slight distortion. The wheels have been reduced



A remarkably small frontal area has contributed towards the Spyder's competition successes

CONTINENTAL EXPRESS . . .

in diameter to fifteen inches, and have wider rims to take a larger-section tyre. At the rear, the suspension has been modified to increase the travel and soften the ride, and the dampers, which are of increased capacity, are now mounted vertically instead of at an angle.

At the front, the suspension mountings have been made more substantial, the dampers have been repositioned and the stabilizer redesigned and stiffened. The outer bearings of the suspension arms, which were supported on bushes of hard plastic, are now needle rollers, and the steering geometry has been modified. A small hydraulic damper is incorporated in the steering to eliminate over-sensitivity and a tendency to wander from the straight, and the precision of the new steering, together with the suspension improvements, have put the Porsche into a very high class for handling qualities. It is, in fact, only upon sampling the new version that one fully appreciates the shortcomings of its predecessor, so marked is the difference.

An increase in the cylinder bore of the touring models from 80 to 82.5 mm has raised the swept volume to 1,582 c.c., the stroke remaining the same at 74 mm. The output of the standard engine, which powers the hard top coupé, has been raised by 5 to a total of 60 b.h.p. by this means. The effect of this has been to improve the low-speed torque characteristics, so that the Porsche is a little more tractable and less dependent on the gear lever; at the



The best of both worlds is offered by the convertible, which can be fitted with engines of from 60 to 100 b.h.p.

same time it possesses an increased ability to maintain speed on its very high top gear when confronted with a long gradient. The ultimate maximum has probably not increased much, although it may perhaps now attain the magic 100 m.p.h. on the level if given a good run. The car tried was too new to give of its best, or in fact to be driven to the limit; this newness may also account for the impression that it lacked a little of the mechanical refinement of its predecessor. Further, a Porsche representative at the recent Earls Court Show told us that the engine mountings for the 1600 have been changed, and that those on the



The unusual lines of the Porsche attracted this motor cycle patrolman

semi-prototype car submitted were of a harder rubber than will be used in full production cars.

It is permissible on the Porsche to maintain a continuous cruising speed approaching its maximum; thus, where gradient and traffic conditions allow, one can burble along Continental highways with the speedometer showing 90 m.p.h. for mile after mile, with an engine of little over 1½ litres capacity. The fuel consumption is often in the middle thirties, and is unlikely to fall below 30 m.p.g. when the car is being pressed. The engine displays no sign of being over-stressed, and gives an impression of durability and fitness-for-purpose; to drive a Porsche is to experience a new form of motoring, so refreshingly different is it from the usual run of vehicles.

It is no secret that hitherto the proper control of a Porsche, to get the best out of it, has been an acquired art which some drivers have never quite mastered. The new car not only provides a softer and more level ride but it gives the newcomer to rear-engined motoring immediate confidence in his task, transmitting little trace of that over-steer tendency which some find so disconcerting. The 1600 can be flung fast into quite acute corners, secure in the knowledge that it will now play no tricks, and will recover quickly and without awkward reactions.

The brakes, although extremely powerful and free of most vices, exhibited a tendency to vibrate the front of the car when applied moderately hard from a high speed; this tendency is a legacy from the old car and, although it does not become unpleasant or affect stopping-power, nevertheless it can be detected by the occupants. With really hard applications this vibration seems to disappear.

One of the major delights of the Porsche is the special all-synchromesh gear box, which is light, quick and crash-proof, and is spoilt only by the rather long lever movement from one position to another. The ratios are nicely chosen, and the gears are quiet, except that one can sometimes hear them on the overrun, or when revving the engine to change down. The very compact transmission layout of the car, which, of course, does not include a propeller-shaft, has not the "spring" and elasticity of the conventional type; thus it is advisable not to run it below about 1,500 r.p.m. in the upper ratios or slight snatch occurs.

Considerable thought has obviously been devoted to the interior décor, a pleasing new head lining in plastic material at once catching the eye. A sorbo-lined crash-pad, covered in the same material as the seats, extends across and above the dashboard, the round instruments having lost their individual hoods as a consequence, and the instrument panel is plainer and neater than the one it replaces. The handbrake is now of the pull-and-twist type, and the starter motor is brought into action by turning the ignition key.

Despite the very low build, it is still possible to enter the Porsche without removing one's headgear





A study in antitheses: the Porsche would not make a good taxi, but the taxi could not cruise at 90 m.p.h.

The heating and demisting system is fed from the cooling fan of the rear-mounted engine, and is not only extremely effective but also completely silent. The rear quarter windows are hinged vertically and open outwards to provide additional ventilation. Fore and aft adjustment is provided for the individual front seats, and the angle of each back-rest also can be adjusted over a wide range to the almost horizontal, enabling the passenger or co-driver to sleep comfortably during long journeys or rallies. There is additional space for two children or one cramped adult behind these seats. The fuel capacity of nearly 11½ gallons gives a usable range of comfortably over 300 miles, and there is a reserve tap, which can be operated from the driving seat, to control the last gallon.

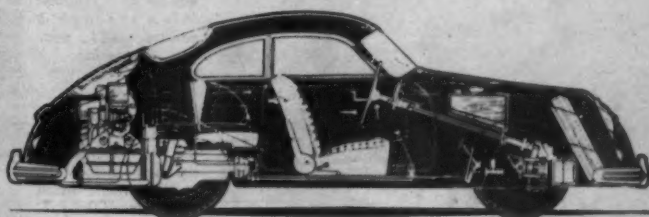
The direction signals are now self-cancelling, and water for the screen washers is stored in a flexible plastic bag—which cannot burst if it freezes—under the front “bonnet,” where the Porsche owner keeps his luggage. There is now a full-circle horn-ring above the steering wheel, and depression of the button in the wheel centre flashes the head lights for signalling purposes.

One can now learn to drive a Porsche in progressive steps, for the engine can be obtained in various stages of tune. The standard engine, as has been stated, develops 60 b.h.p. at 4,500 r.p.m.; the Super, with a compression ratio of 8.5 to 1, as compared with the standard 7.5 to 1, produces 75 b.h.p. at 5,000 r.p.m.; and the Grand Sport, a 1,498 c.c. unit (85 by 66 mm) with twin overhead camshaft cylinder heads, roller bearing crankshaft and a compression ratio of 8.7 to 1, produces 100 b.h.p. at 6,200 r.p.m. This is the form in which it appears in the Carrera saloon.

For those with really energetic competition in mind, there is the highly tuned version, the type RS engine, which is that fitted to the Spyder sports 2-seater. This has a compression ratio of 9.5 to 1 and develops 110 b.h.p. at 6,200

r.p.m., maximum permitted revs in this case being no fewer than 7,000. The Spyder differs from the other models in that it has the engine ahead of the axle and gear box behind, the spare wheel being placed in the tail, over the gear box. It has a claimed maximum speed of 140 m.p.h.

The twin o.h.c. engine has dry-sump lubrication, which



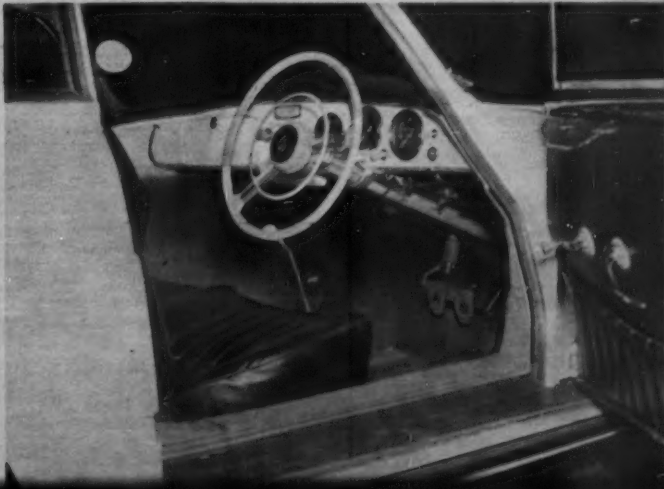
The unorthodox distribution of the Porsche's main components is clearly seen in this cut-away diagram

involves installation differences compared with the wet-sump standard engine; all the new models will, however, accept this unit if required, so that it is now possible to specify any of the several engine types referred to above when ordering a Porsche.

The body styles offered are the hard top coupé, which is called the Standard, the Super or the Carrera, according to which engine is fitted; the convertible cabriolet, the Speedster, which has a detachable hood and racing-type bucket seats; and the Spyder, which is designed especially for use in competition.

Engine components requiring minor routine maintenance are accessible, and the engine compartment keeps remarkably clean

The new dashboard has clear, round instruments beneath a sorbo-lined crash-pad. There is a grab handle for the passenger



Rallying to Hastings

Full story on pages 840-842

Left: Early morning on the summit of Hard Knott, with the road down to Boot winding away in the distance. T. C. Odhams, co-driver in R. W. Cookson's 220 Mercedes-Benz, gets out of the car to stretch his legs

Below: The beginning of the Welsh section: D. R. Milton's Ford Zephyr passing through Llangollen during Friday morning, the second full day's motoring



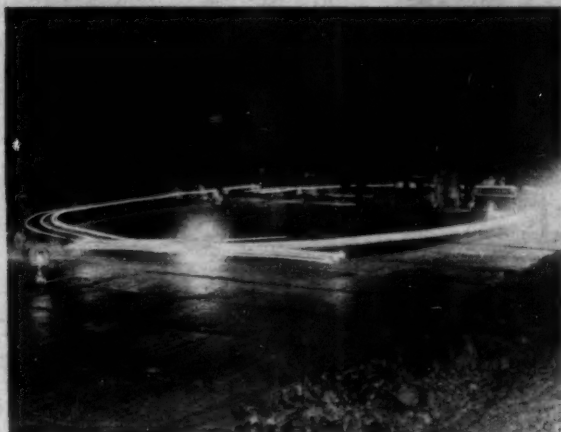
Left: Follow-the-leader through the tricky Welsh section. Mrs. J. Fraser's Sunbeam leads D. R. Rawson's Hillman Minx through a narrow road near Glyngeryg

Below: Winter has progressed farther in the north than in the southern counties. D. M. Williams' Aston Martin leads Dr. J. T. Spare's very successful Morgan along a stretch of comparatively good road near Newby Bridge





The cold light of a damp dawn near Llanrhaidr, with Dr. Spare's Morgan nosing its way past some spectators' cars

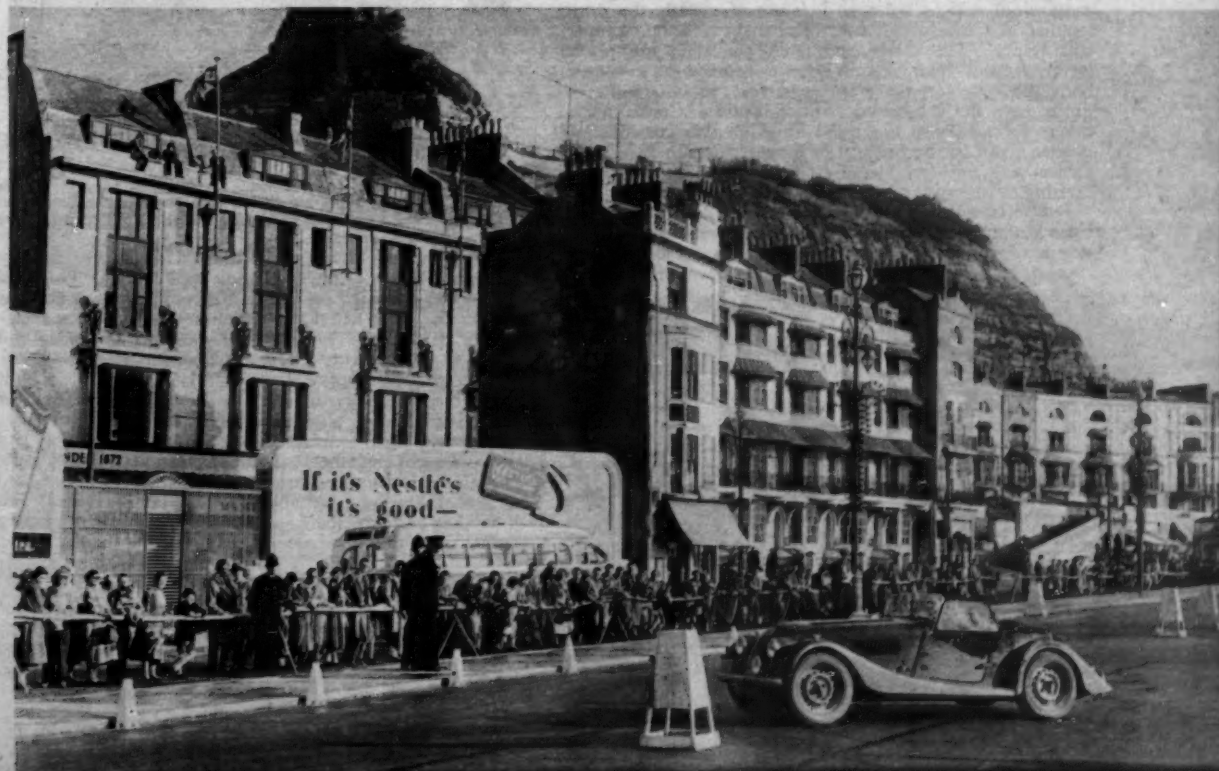


The pattern of the Eppynt reversing test: D. O'M. Taylor's Triumph TR2 marks its route through the test by means of the head and tail lamps; the car is just visible on the extreme left of the picture

Below: Peter Morgan takes his Morgan Plus Four through one of the tests on Hastings promenade in bright sunshine on the Saturday morning, watched by crowds of spectators



A. P. Grant's Porsche passes through a weekday Chester on its way down to the Welsh section on the Friday morning. It is interesting that the old clock registers 12.23 p.m.—exactly one hour before the Porsche was due through Chester. The speed required on the road section to date, therefore, had not been too demanding!





The Bedford Utilecon has sliding doors for driver and passengers. Orthodox type doors at the rear open on the luggage space

EMPHASIS ON SPACE

Special Designs Provide Seats for Up to Twelve Passengers

FOLLOWING the review of dual purpose cars which appeared in last week's issue, other somewhat similar vehicles of immediate interest to the British market, which do not conform entirely to the usual conception of an estate car, are now considered. Such vehicles are more specialized, and the optimum in carrying capacity for passengers or baggage or both is the object. Accordingly other qualities, when the normal saloon car is used for comparison, have to be sacrificed to some extent.

The appearance approaches more closely to that of the commercial vehicle, although it is not necessarily the worse for that, as the pleasingly functional shape of some examples will testify. The driver and front passenger are placed farther forward than usual in order to provide the maximum body space behind them and, therefore, to obtain the required leg room, the seating position is raised. Consequently, the roof line is also high, and although this provides still greater space in the body, it is bound to result in a raised centre of gravity and large frontal area; both are factors limiting overall road performance.

Fuel economy is an important factor—delivery van versions are offered on the same chassis—and therefore an engine of small capacity, with suitable gearing for the loads carried, is often employed in these special models.



Fitness for purpose is expressed by the appearance of the Land-Rover station wagon, which has a large ground clearance for cross country work

Among such vehicles, the Bedford Utilecon, with body by Martin Walter, Ltd., is already well known. This is a seven-seater mounted on the 1½-litre van chassis which has independent front wheel suspension and an orthodox cruciform braced frame. The passenger seats may be folded and stowed so as to provide a large flat floor for luggage. In the same range is the Dormobile, which is described as a light bus. While externally the same as the Utilecon, seating for ten is available or, alternatively, the rear passenger seats can be re-arranged to form two single beds, or a double bed when brought together. Another version on the same chassis—the Utilabrake—has accommodation for twelve, and as the seats are not detachable, purchase tax is avoided. For all models the wheelbase is only 7ft 6in and the turning circle 35ft, so that these are very compact and manoeuvrable.

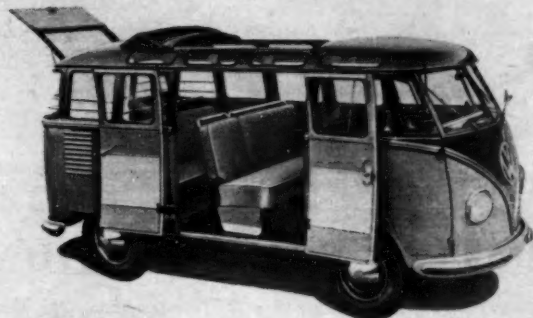
The rear passengers sit sideways in the Land-Rover station wagon, which has full three abreast accommodation in front



On Continental roads, and to a growing extent on our own, are to be seen smooth little vehicles whose generic name is admirably descriptive—the Micro-bus. There is a variety of models offered by Volkswagen, and all use the basic mechanical units of the normal car.

The flat, four-cylinder, air-cooled engine is mounted at the extreme rear of the chassis, and therefore it is possible to position the driver and front-seat passengers immediately above the front wheels. The maximum amount of space for passenger accommodation has been obtained in this way; the baggage locker is above the engine, the spare wheel being strapped to a shelf within the engine compartment. The rear engine position enables a low, flat floor to be provided which is reflected in a moderate overall height.

A lively performance is provided in a machine which gives outstanding visibility to the passengers by virtue of a roof with observation panels and a centre section which may be folded back, in addition to the generous side window.



Bench type seats for eight, and exceptional visibility, are features of the Volkswagen Micro-bus de luxe. The seats are very easy of access

A different approach, which produces a somewhat similar result, is to be seen in the D.K.W., where the very compact two-cylinder-in-line two stroke engine is mounted ahead of the front wheels, to which the drive is transmitted. This does not allow the driver to sit quite so far forward as in the Volkswagen, but it has the advantage of permitting rear loading at a comfortable height.

Two of the versions on this chassis are the eight seater and the Combi, the latter seating seven but having rear passenger seats which can be removed to provide a flat platform for baggage.

An important feature of vehicles with a forward driving position apart from the excellent visibility obtained, is that it is easier to maintain the correct weight distribution between front and rear wheels. The loading space is farther forward and the possibility of overloading at the rear is reduced.

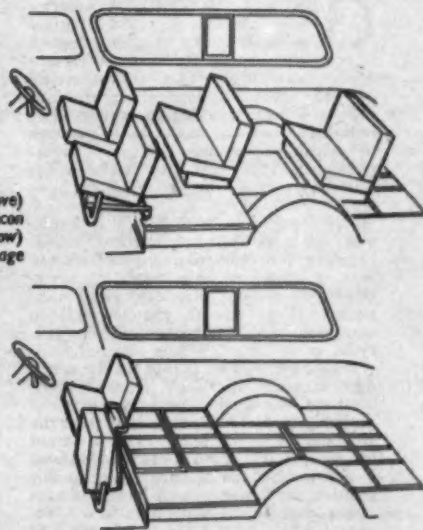
The versatility of the Land-Rover is renowned, and its go-anywhere character makes it indeed a cross country vehicle. Drive to the rear wheels only is used on normal roads, but



It is difficult to realize from casual inspection that the D.K.W. 8-seater has the engine at the front, forward of the wheels

four-wheel drive may be engaged for really rough going. The station wagon body on this chassis has seating for eight, and ten on the long wheelbase version, the rear passenger seats folding against the body sides to leave a baggage platform when required.

The possibility of converting a van into a private car of the utility type has not gone unnoticed. It appears simple enough to purchase such a goods vehicle—for which purchase tax is payable on the chassis only—and endow it with side windows and extra seats. Those who contemplate such a move would be well advised to approach the nearest Customs office before proceeding, for they may find themselves liable for purchase tax at the full rate on their conversion.



Passenger seats (above) in the Bedford Utilicon may be stowed (below) to provide a flat luggage platform

| Make | No. of cyls. | Engine capacity c.c. | Max. seating capacity | Overall length ft ins | Overall width ft in | Overall height (unladen) ft in | Max. Baggage space | | | Weight dry approx. cwt | Max. laden weight approx. cwt | U.K. List Price £ s d | U.K. Total Price incl. P.T. £ s d |
|-------------------------------|--------------|----------------------|-----------------------|-----------------------|---------------------|--------------------------------|--------------------|-------------|--------------|------------------------|-------------------------------|--|-----------------------------------|
| | | | | | | | Length ft in | Width ft in | Height ft in | | | | |
| Bedford Utilicon | 4 | 1,507 | 7 | 12 10 | 5 10 | 6 3 | 7 0 | 4 11 | 3 7 | 22 | 34½ | 523 18 0 | 787 4 0 |
| Bedford Utilibrake | 4 | 1,507 | 12 | 12 10 | 5 10 | 6 3 | — | — | — | 22 | 34½ | 545 0 0 | 545 0 0 |
| D.K.W. 8-seater ... | 2 | 792 | 8 | 13 9 | 5 6 | 6 8 | — | 4 6 | 5 0 | 24½ | 37 | On application | |
| Borgward Express Microbus ... | 2 | 688 | 12 | 15 0 | 5 9½ | 6 1 | — | — | — | 15½ | 34½ | 888 17 8 | 888 17 8 |
| Land-Rover S.W. | 4 | 1,997 | 8 | 11 8½ | 5 2½ | 6 4 | 3 10 | 3 5 | 4 0 | 26½ | — | 645 0 0 | 968 17 0 |
| Land-Rover S.W. (L.w.b.) ... | 4 | 1,997 | 10 | 13 5½ | 5 2½ | 6 4 | 5 7 | 3 5 | 14 0 | 29½ | — | 750 0 0 | 1,126 7 0 |
| Volkswagen Micro-bus ... | 4 | 1,192 | 8 | 13 10 | 5 9 | 6 4½ | 6 7 | 4 11 | 4 5 | 28½ | 34 | De Luxe 900 0 0 1,351 7 0 Standard 705 0 0 1,058 17 0 | |



This is the Catalina hard top coupé in the 860 series, cheapest of the range. Pillarless construction applies to the four-door version also

NEW CARS DESCRIBED

1956 PONTIACS HAVE LATEST TRANSMISSION

GENERAL MOTORS of America have selected the 1956 Pontiacs as the first cars of their range to embody the newest version of the Hydra-Matic transmission. This, as forecast by our Detroit correspondent in August, utilizes a fluid coupling in which oil is pumped in and out of the torus chamber to accomplish engagement and disengagement, replacing a friction clutch and thus smoothing out gear changing—always inclined to be lumpy in the Hydra-Matic type of automatic transmission, owing to the employment of a fluid coupling, as opposed to a torque converter, with a planetary gear box. Moreover, freewheels also are introduced as an additional aid to smooth changes and to eliminate band adjustments in the epicyclic gears.

Bigger capacity oil pumps for the transmission contribute their share towards silencing, though their primary purpose is probably to deal with extra heat from the secondary fluid coupling. The quadrant for the new transmission has an additional P position for the selector lever; in this position the transmission is locked. Ratios of the latest Hydra-Matic are: first 3.966, second 2.553, third 1.553 and fourth 1 to 1; reverse is 4.306 to 1.

Otherwise the new Pontiacs have what might be described as this year's standard U.S. improvements—a little more power, a little more length, a little higher com-

pression and a wider range of body styles.

Increased power is gained by boring out the V-eight engine from 3.75in to 3.94in (100 mm); the stroke remains at 3.25in (82.6 mm). Capacity is increased

tops in each series; additionally, each series will have a Catalina two-door hard top. A feature of the Catalinas is the pillarless construction. Included in the structure of the Catalinas are wide-based



Two-tone colouring of the Pontiacs is originally applied, though the apex of the front wings is a little unhappy. Frontal chromium is heavy. This is the 870 four-door saloon

thereby to 316.6 cu in (5,188 c.c.) and output with double-choke carburettor becomes 205 b.h.p. at 4,600 r.p.m., with maximum torque of 294 lb ft at 2,600 r.p.m. With four-choke carburettor these figures increase to 227 b.h.p. at 4,800 r.p.m. and 312 lb ft at 3,000 r.p.m.

Compression ratio has gone up from 8.1 to 8.9 to 1, and breathing has been improved by enlarging the carburettor throat and the intake manifold, and by redesigning the exhaust system with the introduction of dual pipes. A high-lift camshaft also helps the power output, while the valve heads are aluminium coated to reduce deposits. The block of the V-eight has been strengthened to cope with the increased power.

Pontiac bodies come in three series—the Star Chief, 870, and 860 models, and for the first time there are four-door hard

box section uprights upon which the rear doors of the four-door models hinge. Rear side windows wind up and forward to give sealing between the window glasses.

There are fifteen new body styles all told, a little over two inches longer than previously at 17ft 1.6in and 17ft 8.6in, but the wheelbase is unchanged at 10ft 2in and 10ft 4in. The bodies come in 57 new colour combinations—a significant number in American contexts!

Styling is typical contemporary U.S.A., with oddities in the form of the "Silver Streak" running fore and aft across the bonnet top and down to the tail lights, and dummy air intakes above the protruding head lamp surrounds; Pontiac lamps have no hoods. The conservative British motorist, studying this latest offering for his transatlantic contemporary, notes the terminology: Joe Q Public, if he buys a Pontiac in 1956, will enjoy a Strato-Streak V-eight engine driving through a Strato-Flight Hydra-Matic transmission. It is to be hoped that his pilot's licence is current.



Tail end of the latest Star Chief Pontiac. The "Silver Streaks" end at the rear lights and the exhaust outlets are moulded in the bumper

Vauxhall value...

greater than ever for 1956



WYVERN: £510 plus £256.7.0 PT
 VELOX: £560 plus £281.7.0 PT
 CRESTA: £620 plus £311.7.0 PT

NEW FEATURES...NEW STYLING...NEW COLOURS...

Take a good look at the good looks of the new Vauxhalls. The wide-view panoramic rear window and the slimmer wind-screen pillars are new. New too are the glossier finishes — in a wider-than-ever range of single colours, plus, on the Cresta, distinctive duotones alternated to give a three-colour effect. (See illustration.)

Other 1956 features include tubeless tyres, new and better brakes, new door-locks and window-winding mechanism, nylon upholstery options on some models, and many

touches of refinement and detail.

With all these extra features, Vauxhall value is greater than ever. Room for six and all their luggage. Outstanding performance with good economy in the 6-cylinder Velox and Cresta. Outstanding economy with quite surprising performance in the 4-cylinder Wyvern. Four-figure engineering at three-figure prices — purchase tax included!

Your local Vauxhall dealer will be glad to show you the new models and to explain the delivery position.



Even in frost and snow you start easily with BP Special Energol in the sump. It saves your battery and reduces wear.

Summer starting all through the winter

AND 80% LESS ENGINE WEAR

with BP Special Energol 'Visco-static' Motor Oil

YOU KNOW what starting your engine is like on a warm summer morning. Just press the button and away she goes. Running easily, freely, ready to bound ahead at the touch of the throttle. This is because the engine oil is so much thinner in summer than in winter.

Now you can have this kind of starting all through the winter. All you need to do is change to BP Special Energol 'Visco-static' motor oil. This all-the-year-round oil is extra thin when cold yet it has ample body when hot to protect your engine under all conditions.

You get adequate oil circulation from the moment your engine starts even in hard frost. This cuts out the main cause of cylinder bore and piston ring wear. As a result you reduce wear on bores and piston rings by 80%.

BP Special Energol saves petrol too by reducing oil drag in your engine. In start and stop running savings

can be up to 12%. In normal running you can save up to 5%.

Add up the benefits — easier starting, much less wear and saving in petrol. A change to BP Special Energol will transform your winter motoring. Decide to change now. But it must be a complete change. First have the engine drained and refilled, then run 500 miles and change again. After that revert to the normal oil change periods for your engine.

Do not use BP Special Energol if your engine is worn and in need of an overhaul. For such cars the suitable grade of normal BP Energol is the best choice.

BP Special Energol is obtainable at garages where you see the BP Shield, in pint, quart and 1 gallon sealed containers.

BP Special Energol 'Visco-static' has already been tested and approved by most British Car Manufacturers.



SPECIAL ENERGOL 'VISCO-STATIC' MOTOR OIL IS A PRODUCT OF THE BRITISH PETROLEUM COMPANY LIMITED

'Visco-static' is a trade-mark of The British Petroleum Company Limited

NEWS AND VIEWS

Cheaper Hunter

CHEAPEST of the three Singer models—the Hunter "S"—has been reduced in price by £19 from £631 to £612; the new price with tax is £919 7s, a reduction of £28 10s. Prices of the Hunter and the Hunter "75" remain unchanged.

German Cars for the East

THE construction of assembly plants in India and Indonesia is being planned by the Mercedes Company of Stuttgart. An assembly plant is also likely to be opened in Manila by the end of the year. Another company—Auto Union of Dusseldorf—have announced their intention to open a plant in the Philippines.

£3 Million Factory

MR. A. S. BISHOP, managing director of the Goodyear Tyre and Rubber Co., Ltd., this week announced that work will begin at the end of this month on the erection of a £3,000,000 factory at Garscaddon, seven miles from the centre of Glasgow; it is hoped that the first tyre will be produced at the new factory before the end of next year. It will be the third Goodyear factory in this country.

Mr. D. H. Stewart

WITH regret we record the death of Mr. D. H. Stewart, manager of the Royal Automobile Club at Glasgow since its opening in 1931. Mr. Stewart was well known to many motorists throughout Great Britain, not only through his association with the R.A.C. in Glasgow but also as a popular official at rallies, hill climbs and similar meetings which the R.A.C. and the R.S.A.C. organized. He was 58.

SELLING FOR DOLLARS

THE vital importance of increasing our sales in hard currency areas was stressed at a London conference of the Dollar Exports Council last week by Sir William Rootes, who is chairman, the Minister of State of the Board of Trade, Mr. A. R. W. Low, and the Economic Secretary to the Treasury, Sir Edward Boyle. The most promising field for this endeavour appears to be in the Latin American countries, and all the speakers at the conference urged the great value of personal visits by those who wish to sell in those markets, to investigate local needs and suit their product to a particular market.

Mr. Low pointed out that imports of manufactured goods to dollar countries were increasing, and emphasized the urgent need to obtain a more adequate proportion of those imports for our own industries. He assured exporters of the Government's ready help and advice and



SETTING OUT on the last lap of the journey from the Arctic North Cape to the South African Cape is the travel-stained Austin A90 Westminster of Mr. Richard Pope; Pope is seen shaking hands with Mr. S. Webb, technical director of Oldham and Sons (Africa), Ltd., in Johannesburg. When the Westminster arrived at Cape Town it had covered 17,500 miles in 87 days

Motor Cycle Show

PUBLISHED yesterday, the Show Report number of our associated journal *The Motor Cycle*, provides an interesting and comprehensive review of this year's Motor Cycle Show, at present being held in London. Copies of this much enlarged edition of *The Motor Cycle* are obtainable from newsgagents or direct from the Trade Counter, Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1; price 8d.

Cheaper by Air

FOLLOWING the placing of orders for a large number of Marchal lamps at the London Motor Show, a Silver City Airways freighter was chartered to fly 3,000 lamps from Paris to Ferryfield Airport, Kent. On the way out the Bristol Freighter carried a full load of Trico motor accessories; air freight worked out at under one shilling per lamp—less than the cost of internal post.

Steel Board Appointments

CHANGES have been announced in the board of directors of Pressed Steel Co., Ltd. Among the new appointments are: Mr. M. A. H. Bellhouse (managing), Messrs. F. E. Cairns and W. E. Lambourn (joint deputies to the managing director), Mr. J. A. Keyden (assistant managing director), and Mr. J. S. Kean (secretary of the company); owing to ill-health Mr. A. L. Shuttleworth has resigned his position as managing director, and has been appointed joint deputy chairman of the board.

Tubeless Trial

TYRES submitted by the Dunlop Rubber Co., Ltd., have recently been tested by the R.A.C. to investigate the reliability and air retention properties of tubeless tyres when pierced by nails. An Austin A90 Westminster was used for the test, and this car was driven from the Dunlop depot at Albany Street, London, to Scotland; at the start of the trial two of the tubeless tyres with which the car was fitted were pierced by three 3in nails driven in until their heads were flush with the tread. It was found that after the 1,230 miles journey, occupying five days, the tyres showed no detectable loss of pressure.

Raised No-Claim Bonus

ON December 1, new arrangements for members' insurance will be introduced by the R.A.C. Under the new scheme, all cars registered before January 1, 1947, and all cars covered against third party risks only, will be insured without any change in the premium. Cars registered after January 1, 1947, for which the new scale of premiums is applicable, will be eligible for a no-claim bonus of 40 per cent instead of the original rate of 33 per cent. The increased bonus will apply for members who have completed four consecutive years of claim-free driving. This reduction in the premium will also be available to existing policy holders and on transfer from other insurers.

NEWS and VIEWS . . .

The Real Veterans

MEMBERS of the Circle of Nineteenth Century Motorists, who began driving more than 55 years ago, met for lunch in London a week ago. There are at present about fifty members, but not all were able to attend. The 22 present were F. S. Bennett (President), Lt. Col. T. B. Brown (Chairman), Sir Robert Bird, Bt., G. Shaw Scott, R. J. Stephens, W. Parker Thomas, Gordon Peall, Ernest Peall, P. J. Allan, A. J. Dew, St. John Nixon, W. H. Keys, Buchanan Shiell, C. F. Marshall, Heber Johnson, J. Russell Sharp, Archie Millership, Arthur Evans, T. de Gruchy, R. Twelvetees, H. J. Mulliner, E. Dougill. Regretted non-starters were Frank Lanchester, E. E. Leverett, L. A. Poole and Rowland Winn.

Among distinguished guests were Sir Denis H. Truscott, Vice-Chairman of the A.A.; Sir Ben Smith; G. J. Allday, Life Patron of the Veteran Car Club; Major H. F. Stanley, M.C., Assistant Secretary of the R.A.C.; and Stirling Moss. K. A. Wingate-Saul, the Circle's honorary secretary and treasurer, was responsible for the organization of this happy reunion.



MORE EFFORTS by the Roads Campaign Council: the stage-coach carried a petition signed by 3,000 delegates to this year's Conservative and Labour Party Conferences, demanding better roads. The petition was presented to the Commons by M.P.s of both parties; the stage-coach was considered the most suitable choice of vehicle for the obsolete roads of this country

WESTMINSTER COMMENTARY: A Blow for Freedom

DISQUALIFICATION for a second speeding offence? A maximum penalty of £30 instead of £20? Under Clause 15 of the Road Traffic Bill this was the Government's intention, and it spelt gloom to the motorist; he may breathe again, however, for an amendment has been accepted in committee striking out the proposals. Freedom has had a good week, for this news comes immediately after an appeal allowed in the House of Lords in the *Bonsor v. Musicians' Union* case has leavened the life and death power of the unions by upholding the rights of the individual to earn a livelihood.

Disqualification of a driver who depends for a job on his vehicle would deprive a man of his livelihood, too. One must remember that a speeding offence is serious only if the limit is exceeded when road conditions make it dangerous to do so. Mr. Gerald Nabarro estimated that more than three-quarters of the private motorists in Britain had at some time exceeded the speed limit.

A warning that the Government did not treat the matter lightly was given by Mr. Boyd-Carpenter. The Minister did not oppose the amendment, but announced that the matter would be reconsidered, an appropriate penalty fixed, and some alternative method found of enforcing the speed limit.

Drunk in charge inspired a further amendment which was discussed before the penalties and disqualifications clause, number 15, was agreed. Mr. Ronald Bell sought to leave out the subsection which would have required a person convicted of being drunk in charge of a motor vehicle to pass a driving test before he drove again. The Government agreed to drop the part of the subsection which sought to make this mandatory and has since tabled a new clause which, if carried, makes this law less onerous.

In a recent case a man was found at the wheel of a stationary car on a flat road, and without the keys, which were later handed in at a police station by a friend. The magistrate, Mr. Paul Bennett, V.C., thought it such a golden opportunity to obtain a ruling on a point of widespread interest that he refused to say there was no case and committed the accused motorist for trial at the Old Bailey.

Yellow or white for head lights came up at question time, and the Minister quoted tests made by the Road Research Laboratory which showed that there was little difference between white and yellow head lights of the same intensity in seeing distance or degree of dazzle. It is interesting to recall that, in Dr. Jehu's paper on the subject, one of the conclusions drawn was that most drivers preferred their own beam to be white.

A week or two ago Mr. Boyd-Carpenter told Members that he had asked London Transport to survey parking areas round suburban railway stations, and last Tuesday L.T. announced extensive plans to build and enlarge 20 car parks near underground stations and arterial roads. Construction will start early next year, and accommodation will be provided for 2,500 cars, whose owners, presumably, have sanguine hopes of finding room on the suburban trains to take them into the city centre. Perhaps the next step will be to build roads to accommodate the surplus passengers from the trains. . . .

Parliamentary miscellany include an announcement by Mr. Peter Thorneycroft, President of the Board of Trade, that he had received the report of the Monopolies Commission on the supply of pneumatic tyres and expected to lay it before Parliament early next month; also a refusal to reduce the amount of deposit on second-hand cars bought by hire-purchase; and Mr. Boyd-Carpenter's

opinion that, since no particular privilege was conferred by the carrying of a C.D. plate, although it was an error of taste for a person not in the Diplomatic Corps to sport one, no harm was done.

Politics: Winking indicators are "Irritating, confusing, disturbing and dangerous to pedestrians and motorists . . . a blinking nuisance."—Sir Frank Medlicott in the House of Commons, November 9, 1955.

STUDENT OF POLITICS.

Call to Youth

THE need for the younger generation to take more interest in the affairs of the Institution of Mechanical Engineers was stressed at the annual dinner and dance of the Coventry centre of the Automobile Division last Friday. The chairman of the centre, Mr. L. L. Dyer, of Rootes, Limited, said the modern world was essentially that of the young man.

Dr. C. G. Williams, chairman of the Automobile Division, stated that the oil and automobile industries were providing money for foundation scholarships at independent schools—a long-term policy which should benefit industry in the next decade.

Waiting for Winter

YOU can't dose cars with cod-liver oil for the winter, but the owner can do a lot to nurse his vehicle through the coldest weather. Difficult starting is perhaps one of the biggest problems, and this is discussed, together with other winter troubles, in next week's issue of *The Autocar*. Selection of antifreeze, driving in bad conditions, particularly in fog, which is such a bane at this time of year, and home battery charging are also featured.



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WHY..**

There's nothing mysterious about Aromatics—it's the chemists' name for a particular kind of motor fuel constituent—but there's magic in what Aromatics can do for a car! It's Aromatics that help to make an ice-cold engine start—to make it pull with more power—and to make it run as sweetly and smoothly as a turbine. All fuels contain these Aromatics, but the new National Benzole Mixture contains *twice as much as the next best*. And there's no secret about how that's done—it's done by taking one of the new-process petrols specially treated to give it extra Aromatics and blending it with Benzole which is 100% Aromatics. That's the formula for the new National Benzole Mixture. It's also the formula for the smoothest, snappiest motoring this side of the Atomic age!

**THE NEW NATIONAL
BENZOLE MIXTURE**

TRY IT TODAY!

THE MOST MODERN OF ALL MOTOR SPIRITS



The National Benzole Company Limited, Wellington House,
Buckingham Gate, London, SW1 : The distributing organisation owned and entirely controlled by the producers of British Benzole



Standing on a hill, lonely and amid surroundings virtually unchanged for centuries, this uncommonly fine and stately church serves the tiny village of Wiveton, Norfolk

Correspondence

Opinions expressed on these pages are those of our correspondents, with which *The Autocar* does not necessarily agree. Letters intended for publication should be addressed to the Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1.

Starting on Hills

Explanation of the Daimler Technique. The controls of the Daimler Conquest provide a simple technique for starting on hills which I have to use almost daily on being held up by traffic lights on a slope of 1 in 6 or so.

I do not use the handbrake, but hold the car on the footbrake with second gear engaged. When it is time to go, I pull out the hand throttle on the fascia until the engine starts to drag the car forward against the brake, when I drop my foot from brake to accelerator and release the hand throttle.

As an alternative to using the handbrake during traffic stops, a trick which can be used on almost any car is to rest the right heel and instep on the upper part of the brake pedal. The weight of the leg can usually hold the car safely with all muscles relaxed, and the driver can sit at ease while waiting.

Corbridge, Northumberland. R. B. T. HALL-CRAGGS.

A.B.C. Memories

The Car and the Motor Cycle. What a flood of memories the reading of Mr. W. R. Bunting's letter (November 4) gave me. As a 17-year-old fitter improver, I was the assistant to four fitters in the experimental shop of A.B.C. Motors, Ltd., at Her-sham, Surrey, when Granville Bradshaw designed the car mentioned.

After all these years I could almost strip one down now blindfolded; as I was promoted to the Testing Section when the car went into production, I can endorse Mr. Bunting's pleasant memories of its handling qualities and that beautiful gear change (reverse was at bottom of gate and forward).

The motor cycle was built on car lines, with a small edition of the car engine set across the sprung frame, and car-type four-speed gear box, and was successfully raced at Brooklands with Jack Emerson in the saddle. I often wonder where the stalwarts of those days are now—Mr. Granville Bradshaw, Jack Emerson, Wally Muggeridge, to name only a few.

London, N.W.5.

E. F. PRICE.

The Price of Freedom

Back to Principle of Procrustes' Bed? An article in *The Medical Press* is quoted as saying: "In the hazardous business of driving a car along highways bristling with traffic lights, no test of colour vision is ever made. Considering the difficulties the normal-sighted encounter in conditions of bright sunlight, for example, it is quite remarkable that more accidents at intersections do not occur. Just why no test either of vision or colour vision has ever been decreed it is not easy to discover. . . . Probably the most immediate argument would be that it would involve too much expense. Besides being difficult to organize

Correspondence

in practice, but there seems little reason why, if a much more elaborate driving test can be organized, a brief visual test by a competent technician could not be arranged as well. It need take no more than a few minutes and could very well precede the driving test proper. There can be little doubt that it would add very materially to the safety of our roads."

It seems to me, as a motorist of 35 years' standing, that here is another proof of the old saying that the price of freedom is eternal vigilance. There are about 10 per cent of men who are labelled as "colour blind," because they are unable to pass the "Ishihara" test or cannot meet the Board of Trade requirements in distinguishing between red and green at very great distances. The usual test by lantern is to show tiny pin points of light corresponding to those appearing on a ship at a distance of many miles. The great majority of the so called "colour blind" are quite able to distinguish between red and green at all reasonable distances likely to be encountered in their normal driving.

The article itself states it is quite remarkable that more accidents at intersections do not occur. Surely the reason is that the present lights are quite large enough to be seen by anyone, colour blind or otherwise, and there is no need whatever to add one more irritation to the long-suffering motorist by subjecting him to yet another test. The traffic lights, in any case, should bear the words "Stop" and "Go," even if the position of the lights is not already sufficient indication as to which is in operation.

The principle that the shoe should be made to fit the foot seems to be lost sight of nowadays, and the idea is spreading that it is better to cut off the toes to force the foot to fit the shoe. Traffic lights and other signals are made for the public. If they prove unsatisfactory (and it is yet to be proved that traffic lights are not easily recognizable by anyone who can read a sign post), then alter the signals—make them larger!

This badgering of the motorist has gone far enough. There are far too many bodies to-day who think in terms of bans, prohibitions, licences, tests and interference with other people. Motoring organizations must be on the alert and ready to put up strenuous opposition to any suggestions of further inroads on the freedom of the motoring public to use the Queen's highways.

Nottingham.

H. T.

Australian Tribute

Vanguard Story of Success. The August 19 issue of *The Autocar* contains an interesting preliminary of the ill-fated 1955 Redex Trial—but for one fact: In the final paragraph your correspondent pays tribute to several makes of cars which, although they did not win, had a high percentage of finishers in the 1954 event—namely, Austin A70, Plymouth and Ford Zephyrs, of which only seven, three and 12 respectively started. Unfortunately, the outstanding performance of the Standard Vanguard was overlooked. This is, perhaps, the most consistently good trials performer in Australia. As an example, let me quote the official records of the three Redex Trials which detail Vanguard performances in these as:

| | Started | Finished | In 1st 10 |
|------|---------|----------|-----------|
| 1953 | 7 | 7 | 2 |
| 1954 | 23 | 16 | 3 |
| 1955 | 31 | 14 | 3 |

No cars with anything like the entries of Vanguards fared so well, particularly in 1955. The only makes with a comparable number of entries were Holden 42 (11 finished), Peugeot 203 17 (7 finished) and Volkswagen 17 (6 finished). The next highest entries were Ford V8 8 (4 finished) and Ford Zephyr 8 (3 finished).

Mentone, Victoria, Australia.

JOHN HALL.

A Superb British Product

Jaguar in the Rocky Mountains. Your readers may be interested in the account of a recent cross-country trip involving a 1953 Jaguar XK120 roadster. The 1,215 miles from Columbus, Ohio, to Denver, Colorado, was completed in 27 hours, the return trip from Gunnison, Colorado, to Columbus, Ohio—1,450 miles—in 28½ hours.

These may not be exciting figures to the experienced race or rally driver but to the amateur driver of the writer's standard

they are quite remarkable, especially when it is considered that the car has been owner-maintained since new. This maintenance, while amateurish, has been at least enthusiastic, professional care being rather hard to obtain in this area.

The times listed represent total elapsed time, and all urban speed laws were observed. Driving was by the writer and his 20-year-old son, taking two-hour shifts. To achieve the times, 90 to 105 m.p.h. was our open highway cruising range. The only attention this beautiful machine required while on the trip was fuel, oil and adjustment of the throttle return spring.

Checking over the car on conclusion of the trip, the only work required was adjustment of the right door for rattle, and turning down of both front brake drums, which were considerably out of round—this distortion was thought to be due to heavy braking in the Rocky Mountains.

It was an experience not soon to be forgotten—the Jaguar running through the daylight hours and into the night; steadily through the darkness and greeting another day with the same aggressive, exhilarating exhaust note. The Jaguar snarl, pitched from a deep, under 3,000 r.p.m. grumble to a tenor, over 4,000 r.p.m. scream, echoed across seven States with never a falter. I do want to take this opportunity to express my appreciation of a superb British product.

Worthington, Ohio.

J. BLACKBURN.

Spare Parts Complaint

Difficulty with Gear Replacements. Now that British motor manufacturers are faced with dwindling export markets and restricted home sales due to increased purchase tax and restricted hire purchase facilities, is not the present time opportune to put their house in order in respect of replacements, and spare parts service?

For the past two years we have been plagued with gear box trouble with a popular type of small car which we operate; each time we have asked the local distributors for a replacement gear box they have not had one in stock—apparently they could be obtained, but were snapped up immediately they came to hand.

Finally, in July this year we decided to order a brand new gear box, at full list price. This order took six weeks to fulfil. Then came the repairs to the gear box the new one replaced. Among other parts needed were three gear wheels. "Not in stock" was the first rebuff. Left on order, two wheels turned up thirty-five days later, and a frantic rush round other depots on our part procured the third one.

Now we have still a third gear box to overhaul. An order for two more gear wheels placed on the 13th of this month is still unfulfilled, so presumably awaits the indefinite future.

At the same time our manufacturers might find it a good thing to cut the cackle of a certain type of works official who apparently is more anxious to whitewash the faults of his maker's product than to get down to brass tacks in rectifying such faults, as the following two extracts from letters received from the works would seem to show:—

From letter dated 16.3.54. "There is no special modification available, and our experience does not show that the X.Y.Z. gear box is prone to such a complaint."

From letter dated 31.8.55. "There is no secret but that a number of modifications have been carried out to the X.Y.Z. gear box as a result of experience."

London, W.4.

FRUSTRATED.

The Happy Owner

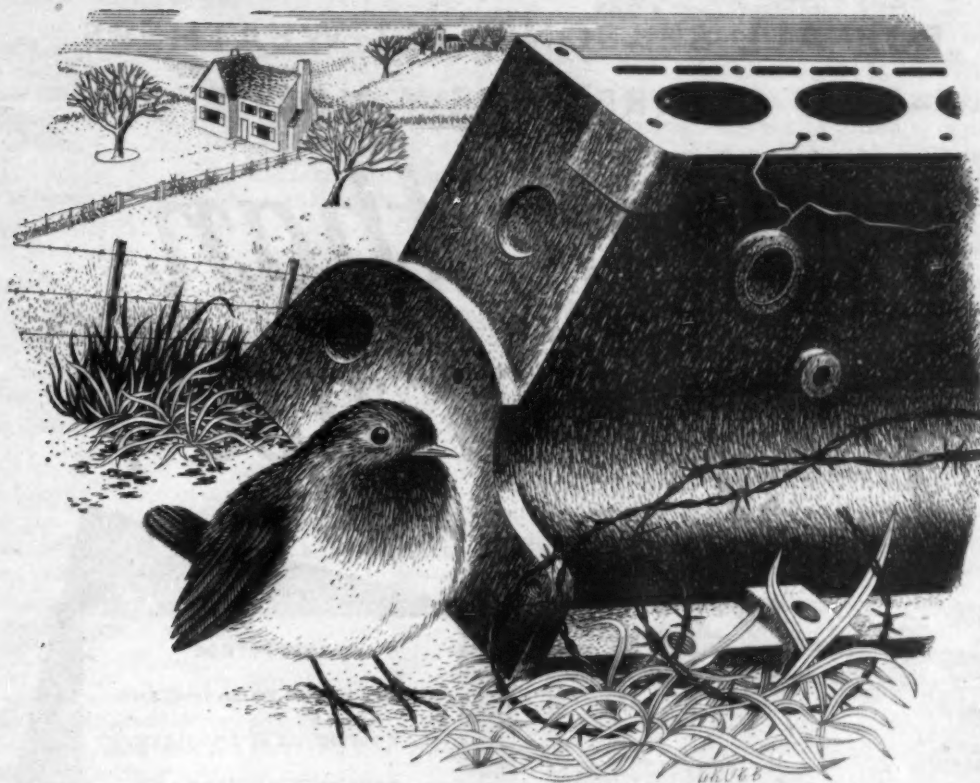
Nearly 10,000 Miles—and No Troubles. Mr. Godfrey Mayman's letter (November 4) complaining of the shoddy work in his German car prompts me to write of my experience with a Mercedes-Benz Type 300 B, collected personally from the London works in September, 1954. Mileage to date, including 2,300 miles of fast Continental motoring, is 9,576. As an engineer-enthusiast who has always carried out his own routine maintenance purely as a matter of interest, I can truly say it is easily the best car I have ever owned. Not the slightest mechanical or other defect of any sort has shown up, and no replacements of even the most trivial kind have been required.

Following ownership of six British "specialist" quality cars of the £2,000-£3,500 class with records of major defects and replacements (notwithstanding meticulous attention to initial adjustments and lubrication) more than sufficient to deter even the most patriotic potential buyer, this is most refreshing.

I have followed *The Autocar* Road Tests for almost 20 years, and consider Test No. 1467 of the Mercedes Type 300 to be the most complimentary report given to any car to date. It certainly influenced my decision towards a car which is made and assembled with care and precision equalled by very few other makes.

Wolverhampton, Staffordshire.

LESLIE APPELEY.



Still putting your trust in draining?

Even if you drain your radiator religiously every night—and you won't, you know—you're still not safe from frost damage that can cost you £30 in repair bills. What happens during the day? Your cooling system can freeze up while you're parked in the street. On very cold days it can actually freeze up while you're driving.

And if your car has a heater fitted, then complete

draining is very difficult. Yes, draining's risky—and the alternative is simple, and effective. One fill of Bluecol, the doubly* safe anti-freeze, will protect your cooling system, day and night, right through the winter.

**Bluecol is doubly safe: safe against even 35° of frost, and safe (because of the special inhibitors it contains) against rusting and similar chemical action.*

Available from all good garages and leading accessory suppliers

BLUECOL

THE DOUBLY SAFE ANTI-FREEZE

one of SMITHS accessories for better motoring

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—THIS ENTIRELY NEW MOTOR OIL

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sealed golden
cans

PROVED

by over 2,000,000
miles of road tests

SAVES PETROL

ADDS YEARS TO ENGINE LIFE

POWERS AS IT PROTECTS

PROLONGS BATTERY LIFE

MAINTAINS PEAK PERFORMANCE

MOBIL OIL SPECIAL does more to save your pocket than any other motor oil. It is an entirely new, all-season, all-weather oil, road tested and proved over more than 2,000,000 miles in the engines of 274 cars in five different countries. Every test has shown that MOBIL OIL SPECIAL cuts engine wear to almost zero and gives you more miles per gallon—amazingly so in short-distance, stop-and-go motoring.

A specially selected base stock and costly new additives give this new oil its remarkable money-saving properties. Even though MOBIL OIL SPECIAL itself costs more to buy, you save money all round.

SAVES PETROL*Exceptional fluidity at low engine temperatures*

Oil drag can waste a lot of power if the oil is thick when the engine is cold. Mobiloil Special saves this power (and so saves fuel). Engines start more quickly with Mobiloil Special. This saves petrol at each cold start and the savings add up throughout the winter. In stop-and-go motoring (which never fully warms the engine up) Mobiloil Special can give you really valuable petrol savings.

ADDS YEARS TO ENGINE LIFE*Instant circulation—perfect lubrication at all engine temperatures*

Instant circulation gives perfect lubrication of working parts, from the moment of starting even on the coldest winter day. At normal running temperatures Mobiloil Special has better body and lubricating qualities than conventional SAE 30 oils. Even when your engine is hottest and hardest at work, Mobiloil Special still gives it perfect lubrication.

Special additives combat wear caused by corrosion

Combustion produces corrosive products which attack engine surfaces. This is a major cause of wear. Corrosion danger is worst when engines are cold; corrosive gases then condense on engine surfaces and form corrosive liquids. Additives in Mobiloil Special resist these products and give engines—hot or cold—exceptional protection against corrosion and the wear it causes.

POWERS AS IT PROTECTS

By reducing combustion-chamber deposits more than any oil has ever done before, MOBILOIL SPECIAL minimises engine pinking and pre-ignition, and greatly reduces spark-plug fouling. It has the same effect as improving petrol by several octane numbers. Result—livelier, smoother, *maintained* performance, faster acceleration, and dependable full-throttle power for safer passing on the open road.

PROLONGS BATTERY LIFE*Smaller loads on battery*

Mobiloil Special flows so freely at even the lowest winter temperatures that the effort needed to turn a cold engine over is spectacularly reduced. The starter turns the engine far more briskly and gives you an easier, quicker start. Loads on battery and starter motor are very greatly reduced—which means a longer life for both.

MAINTAINS PEAK PERFORMANCE*New base oil and special additives reduce combustion-chamber deposits and render them harmless*

In engines that use conventional oils combustion-chamber deposits are flaky. The flakes tend to glow at the edges and cause pre-ignition. Mobiloil Special greatly reduces the amount of deposits, greatly reduces their tendency to glow. Deposits on sparking plug insulators and electrodes are also remarkably reduced and plug performance is improved.

Special additives reduce deposits on engine working parts—keep them clean and working freely

Certain unwanted products are produced directly by the burning of fuel, especially in cold engines; others are produced by the effect of combustion heat on the engine oil. Mobiloil Special contains additives which resist the formation of power-wasting lacquers and sludges from either source. Mobiloil Special keeps your engine in tip-top trim for many, many thousands of miles.

SAVES FAR MORE THAN IT COSTS

Higher petrol mileage, longer engine life, improved engine performance, and prolonged battery life, make MOBILOIL SPECIAL the greatest single economy in motoring today. Right from the start you will begin to find that this new oil MORE THAN PAYS FOR ITSELF!

To get the full benefits from this new oil, drain your crankcase and refill with MOBILOIL SPECIAL. No further oil change will be necessary until the normal mileage recommended by the motor manufacturer.

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The Sport

M.C.C. RALLY LE MANS LIMITS DESMOND SCANNELL

THE M.C.C. RALLY was a great success from everybody's point of view. As has been the M.C.C.'s rule for many years, the average speed over the 1,200-mile road section was kept down to the reasonable figure of 26 m.p.h. This meant that one covered the winding and hilly stretches through the Peak and Lake Districts at a far more reasonable speed than is demanded in many other rallies. In the Welsh section it was considerably harder to keep up the required speed because of the difficulty of navigation; mistakes were made in the recognition of small turnings and time was lost which had to be made up somehow. Wisely, the more difficult sections were covered at night when the wild roads are deserted and the passage of rally cars can offend nobody.

The route cards, laid out in traditional Land's End and Exeter style, were excellent. A mistake did creep in—following the Elan Valley Hotel control, where, after Llanwrthwl, the card said "Turn L on to A479," when, in fact, it meant turn right. The more painstaking navigators, who had followed the route on their maps beforehand, had already spotted this; but, in any case, there was a sentry posted to stop cars taking the wrong turning. The route check just before Painscastle, as given in the route card, was, in fact, some distance farther down the road.

Contributing greatly to the enjoyment of the rally is the enlightened attitude shown each year by the Hastings corporation. Quite apart from the fact that the population seems to welcome the competitors and, led by the Mayor, to go out of their way to make things pleasant and to entertain them, the police are extremely helpful and kindly. Plans are in hand to make some alterations to the layout of the sea front, but it has been stipulated that they are not to affect any future rallies which may finish there.

All this is very wise; a town which goes out of its way to attract rallies, and motorists in general, is helping its own ends. The expenditure of cash in Hastings as the result of some 400-500 competitors arriving there on Saturday must have been considerable, and it comes all the more handy in the close season.

BRIEF BUT INTERESTING highlights of the new Le Mans regulations have filtered through from M. Acat, of the A.C. de l'Ouest. Standardized production cars, as defined in article 6 of the F.I.A. regulations, will be accepted with no limit on engine size; prototypes are limited to 2,500 c.c. unsupercharged. Cars eligible for the production class have to be sold, built, or in stock to the total of 100 cars, and this must be proved.

For all cars, regardless of size, the maximum capacity of the fuel tank is to be limited to 130 litres, and the allowance of fuel for refuelling on any one occasion must not exceed 120 litres; the maximum number of laps between refuelling stops has been increased to 34.

New limits have been fixed for body dimensions. The overall minimum width is now set at 1 metre 25 cm, in contrast with the previous 90 cm, and the minimum width of each seat is now 50 cm instead of the previous 40 cm. Tyres must be the same size for all four wheels and for the spare, carrying of which is compulsory.

The fuel capacity figures are interesting; 34 laps are equivalent to approximately 295 miles, and 130 litres to 28.6 gallons; which means that, by running the tank dry, a maximum fuel consumption possible is about 10 m.p.g. But, in order to leave the pits after each refuelling with a full tank, the consumption for each spell of 34 laps must not exceed 120 litres—a consumption of a little over 11 m.p.g. This, in combination with the new body dimensions, will have the effect of keeping out what amounts to a thinly disguised racing car, and the event will bring in much more representative sports cars, of the type which one might expect to use on the road... and with this, the speeds should be reduced.

THE ASTON MARTIN that Reg Parnell is to drive in the New Zealand Grand Prix on January 7 will be fitted with a 3-litre supercharged engine—the same engine, in fact, that Parnell and Salvadori used at Le Mans in 1954. The chassis, gear box, brakes and suspension are the same as on the production DB3S cars, with small variations in overall length or width. The body used will be an experimental, non-enveloping single-seater.

The New Zealand Grand Prix, being run under *formule libre*, enables David Brown to enter the car as a technical exercise; we are assured that it is not the forerunner of a Grand Prix Aston Martin for next year's events—not even the single-seater body? Even the present somewhat flexible sports car regulations wouldn't permit that.

IT WILL COME as a great blow to his many friends and acquaintances to hear that Desmond Scannell, secretary of the B.R.D.C. since October, 1936, has decided to resign his post and to move into the world of commerce. During his 19 years as secretary he has without doubt done more for British racing than many will have appreciated. He has fought on behalf of the drivers and raised the status of the sport; he can take full credit for the existence and continuing success of the Silverstone circuit. There is no doubt that it was because of his organizing genius that the *Daily Express* decided to give its backing to the May meetings and, in 1952, 1953 and 1954, to the British Grand Prix which, in those years, was organized by the B.R.D.C. His advice to clubs has always been sound and readily given and in this respect alone he will be missed by a great many people. It should not be forgotten, too, that the current scheme to reorganize the International Calendar, which is being



M.C.C. Rally winner, S. P. A. Freeman (left), his co-driver L. C. Eversden and the 1937 TA M.G. Midget which Freeman has owned for 16 years

put into effect for 1956, is entirely his.

It was inevitable that someone with such organizing ability should ultimately move on to greater things. His loss to the B.R.D.C. will be very considerable and he will be exceedingly hard to replace; without him, the B.R.D.C.'s high status in international sport could well be lessened. No decision has yet been taken as to his successor; a sub-committee of the



Desmond Scannell

B.R.D.C. has been formed to consider applications and the job is open.

I am certain that Scannell's friends will join in wishing him the very best of luck in his next job, the nature of which is confidential for the time being.

THE JAGUAR STORY of their victory, under dark clouds of tragedy and storm at Le Mans this year, was shown before members and guests of the B.R.D.C. last Monday week at a combined cocktail party and film show held in the Royal Empire Society's Hall in Craven Street,

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London. There were many notabilities in the motor racing world present, including Mike Hawthorn, the leading man in the film; but his gallant co-driver in that race, Ivor Bueb, was unfortunately a non-starter at the showing. Others included Earl Howe, Stirling Moss, Nevil Lloyd, who wrote the commentary for the film, and R. W. Jacobs, still on crutches following his accident in one of the new M.G.s during the race. Rodney Clarke was present with Kenway, Connaught Engineering's chief designer, both receiving congratulations from all sides for their part in Tony Brooks' recent overwhelming victory in the Syracuse G.P.

The film left one with several strong impressions; first, the apparent modesty of the sponsors, who did not allow a shred of advertising matter to taint the story; second, the skill of the producers in almost giving one the impression that one has seen the whole of a 24-hour race in the space of some forty minutes; third, the nervous tension and obvious signs of physical fatigue detectable in the faces and movements of drivers coming in after a spell at the wheel in appalling conditions. The ability and endurance of the human frame is even more remarkable than those qualities in its mechanical counterparts. Shots of the accident to Levegh's Mercedes, which has had

such far-reaching effects on the subsequent pattern of the sport, prove once again what we all know—that these things happen in a flash, so that it is virtually impossible to sort out the whys and wherefores.

THE SIXTH R.A.C. RALLY will be held between Hastings and Blackpool from March 6 to 10. As in previous years, the entry list will be restricted to 240 cars; the rally will count towards the European Touring Championship.

On Tuesday, March 6, competitors will set sail at 9 a.m. from the two starting points, Blackpool and Hastings. After a stiff road section, interspersed with driving tests, the cars will arrive at Hastings at teatime on Wednesday, March 7. They will start out on the second half of the rally from 4.30 a.m. on the Thursday morning. First competitor will reach the finish at Blackpool late on Friday, March 9; on Saturday the customary eliminating tests will be held on the sea front and the prizes will be presented on the Sunday evening.

JOHN THEODOSIUS, previously the Vacuum Oil Company's Southern Automotive Division motor cycling representative, has been appointed competitions manager in succession to Guy Edwards.

"JACKIE" MASTERS, secretary of the M.C.C. since 1924, was made a member of the Winkle Club by Alderman F. T. Hussey, Mayor of Hastings, at the conclusion of the M.C.C. Rally at Hastings last Saturday. The club, which was formed by a group of Hastings fishermen early in the century, has as its object the support of certain charities. Some time ago it was decided to enrol one or two well-known people into the club and Sir Winston Churchill and Viscount Montgomery were recently made members.

TO MARK appreciation of the work of Louis Wagner as a racing driver and pioneer aviator, the French Government has conferred the *Legion d'Honneur* on him. He is not, as many people imagine, a German. In 1871 Wagner père left Lorraine rather than accept a compulsory change of nationality, and settled in Paris where Louis was born and has lived all his life—except when away on racing expeditions.

Exactly 50 years ago he won the Vanderbilt Cup race on Long Island, and for thirty years he took part in all the great races in Europe and the United States. Aviation took his fancy in 1910 and for a few years he was chief test pilot of the Hanriot company. When only 18 he joined the Darracq team, then was successively with Fiat, Mercedes, Alfa Romeo, Peugeot, Talbot-Darracq, Ballot and Delage. A few years ago his left leg

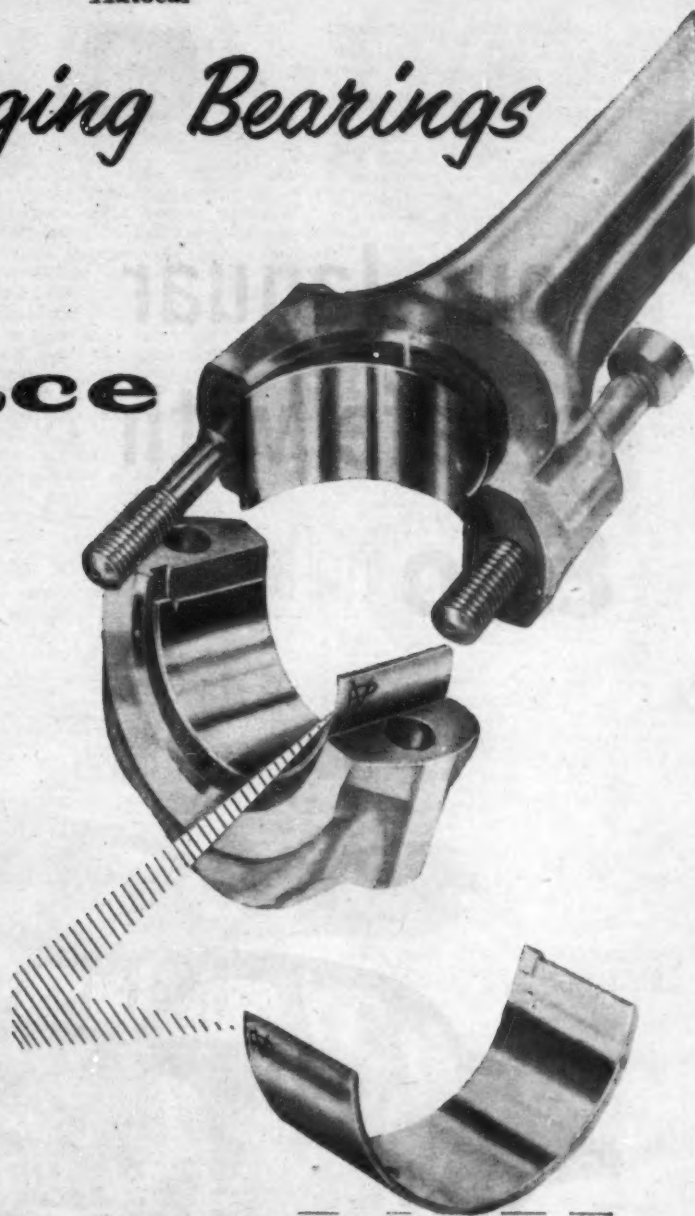
COMING SHORTLY

- NOVEMBER 18.**—Aston Martin O.C. Annual dinner and dance, Café Royal, Regent Street, London, W.1, 7.45 p.m.
- 18.—Maidstone and Mid-Kent M.C. Annual dinner and dance, Tudor House, Beasted, near Maidstone, Kent, 7.30 for 8 p.m.
- 18.—B.A.R.C. (N.W. Centre) Annual dinner and dance, Exchange Hotel, Liverpool, 7 p.m.
- 18.—Guildford M.C. Annual dinner and dance, Lion Hotel, Guildford, Surrey, 7.30 for 8 p.m.
- 18.—Mid-Surrey A.C. Film show, Sugar Bowl Country Club, Burgh Heath, Surrey, 8 p.m.
- 19.—Eastern Counties M.C. Night navigation trial, Chitty's Garage, Diss, Norfolk, 5 p.m.
- 19.—Bristol M.C. and L.C.C. Roy Fedden Trial.
- 19.—North Midland M.C. Anniversary dinner-dance Rising Sun Hotel, Bamford, Derbyshire.
- 19-20.—Margate and District C.C. Margate Autumn Rally, High Rocks, near Tunbridge Wells, Kent, 8 p.m.
- 19-20.—Seven-Fifty M.C. Autumn Night Rally.
- 19-20.—Swansea M.C. November Night car rally, The Guildhall, Swansea, 11 p.m.
- 19-20.—North Staffs M.C. Winter Rally, Tom Byatt, Ltd., Victoria Road, Stoke-on-Trent, Staffordshire, 7 p.m.
- 20.—Wolverhampton and South Staffs C.C. Derbyshire Dales Rally, Crown Hotel, Wergs, near Wolverhampton, 1.30 p.m.
- 20.—Northampton and District C.C. Grosvenor Trophy Sporting Trial, Burdidges Garage, Blisworth, Northamptonshire, 10 a.m.
- 20.—North Midland M.C. Tenth Anniversary Autumn Sporting Trial, The Miner's Standard, Wuster, Derbyshire, 11 a.m.

- 20.—Romford Enthusiasts' C.C. Navigation Trial.
- 20.—Renault O.C. Autumn Rally, Wee Wail Roadhouse, Twyford, Berkshire, 11.30 a.m.
- 20.—Ilkley and District M.C. Winter Trial, Cattle Auction, Market, Otley, Yorkshire, 10.30 a.m.
- 20.—Incorporated Auctioneers' C.C. Social run, Golden Lion Hotel, Western Avenue, Hillingdon, Middlesex, 2.30 p.m.
- 20.—Fairley Aviation Company M.C. and C.C. Chiltern 100 Rally, The Crooked Billet, Iwer, Heath, Buckinghamshire, 1 p.m.
- 21-27.—Great American Mountain Rallye.
- 25.—Bugatti O.C. Annual dinner and dance, Londonderry House, Park Lane, London, W.1, 7 for 7.30 p.m.
- 25.—B.A.R.C. (East Sussex Branch) Annual dinner and dance, Cavendish Hotel, Eastbourne, Sussex, 7 for 7.30 p.m.
- 25.—Harlow and District A.C. Film show, The Fox and Hounds, Hunsdon, Hertfordshire, 7.30 p.m.
- 26-27.—Herefordshire M.C. Night navigation rally, Lyde Motor Works, Hereford, 7.30 p.m.
- 26-27.—Loughborough College M.C. Annual night rally.
- 26-27.—Herts County A. and A.C. Night Trial.
- 26-27.—Riley M.C. North-Western Welsh-Blackpool Rally, starting from Oxford, Birmingham, Swansea, Leeds and Manchester, 8 a.m.
- 27.—Lancashire and Cheshire C.C. Rally Petite, The Dixon Arms, Chelford, Cheshire, 2.15 p.m.
- 27.—Brighton and Hove M.C. November Rally, Madeira Drive Arches, Brighton, Sussex, 2 p.m.
- 27.—Kentish Border C.C. Annual sporting trial, Bull Hotel, Birchwood, near Swanley, Kent, 10.30 a.m.
- 27.—Cambridge University A.C. Little Rally.
- 27.—Cranian M.C. Autumn social run, Grasshopper Inn, near Westerham, Kent, 2.15 p.m.

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was amputated, but this did not deter him from hopping round as an official at the Monthéry circuit. He was proposed for the *Legion d'Honneur* 25 years ago but the fact that he drove for Mercedes on the eve of the first war may have caused the officials to reflect before granting the distinguished red ribbon.

ME FOR THE sackcloth and ashes department. John Thornley writes to chide me for quoting the permitted mods for Class 1 of the F.I.A. regulations last week instead of Classes 3 and 4, under which the B.M.C. cars made those recent startlingly good runs at Monthéry. Anyway, the M.G. A. and the Austin-Healey were in standard trim, having proved at the M.I.R.A. track that they had ample in hand for the job. The Pathfinder, which had a full load, you recall, was fitted with high-compression pistons, giving a ratio of 8.6 to 1, and had a final drive ratio of 3.7 to 1. The Wolseley Six-Ninety's compression ratio was raised to 8.1 to 1 and the valve-spring pressure was increased in order to raise the r.p.m. range to 5,500; a 3.7 to 1 rear-axle ratio was also provided. The Austin Westminster had the twin-carburettor induction system which is used on the Wolseley Six-Ninety, and again a 3.7 to 1 axle was fitted, although it was not actually necessary, but was thought desirable to give the engine an easier time. The pump fuel was B.P., taken

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over by B.M.C. because they were not certain about French premium.

As regards those owners who feel that their cars should do the same sort of thing, the answer is the old one that they could be suitably geared and modified to do it, on Monthéry as the works cars did, if the owners were prepared to stand the losses elsewhere—in such things as acceleration and economy, for instance. The important thing proved, as B.M.C. say, is that no one need fear driving similar B.M.C. cars from, say, Cologne to Frankfurt with the foot flat on the floor, from a mechanical point of view. Clearly the cars will take a good pasting—and thrive on it.

OUT OF A TOTAL of nearly 300 applications received by the R.A.C., the following British entries for the Monte Carlo Rally have been selected and forwarded to the organizing club.

R. J. Adams (Jaguar), S. Allard (Allard), F. Massfield-Baker (Austin), J. W. E. Banks (Bristol), C. F. Bartlett (Ford), J. Gott (Austin), K. Wharton (Austin), A. P. Warren (Riley), P. Reece (Austin), Mrs. N. Mitchell (M.G.), Mrs. J. Johns (Austin), G. Grant (M.G.), G. N. Burgess (Austin), J. Bremner (Riley), R. Baxter (Austin), L. O. Sims (Riley), P. G. Cooper (Standard), L. Brooke (Standard), K. E. Carter (Aston Martin), Lt. Col. Crosby (Standard), Capt. MacGregor

(Standard), Lieut. Basset (Standard), P. Easton (A.C.), E. R. Evans (Sunbeam), A. B. Fraser (Sunbeam), L. Griffiths (M.G.), F. P. Grounds (Jaguar), E. Harrison (Ford), T. C. Harrison (Ford), J. Kat (Ford), J. H. Kemsley (Ford), E. Lambert (M.G.), J. A. McLaughlin (Riley), J. R. Mansbridge (Jaguar), R. D. Mattock (Jaguar), R. W. Merrick (Riley), A. Meredith-Owens (Bristol), Miss A. Neil (Standard), C. B. Pilgrim (Jaguar), A. Pownall (Ford), J. G. Reece (Ford), D. G. Scott (Ford), H. J. Shillabeer (Humber), R. Sleigh (Ford), Mrs. L. Ashfield (Standard), P. Bolton (Standard), K. Richardson (Standard), Mrs. D. Osborn (Standard), J. Stoddart (Standard), G. K. Stratton (Austin), P. Harper (Sunbeam), J. Ray (Sunbeam), Miss S. Van Damm (Sunbeam), Dr. L. Taylor (Standard), D. O'M. Taylor (Standard), W. Todd (Ford), J. Utley (Bristol), C. H. P. Vivian (M.G.), P. G. Walton (Ford), D. G. Warwick (Austin), T. H. Wisdom (Standard), W. M. Couper (Austin), J. Dalhoff (Ford), J. C. Nairn (M.G.), Dr. A. D. Mitchell (Wolseley), I. M. Sutherland (Riley), K. Richardson (Ford), G. B. Whiteaway (M.G.), T. E. S. White (Jaguar), W. E. Humphries (Sunbeam), D. J. Uren (Ford), J. M. C. Shand (Ford), C. F. Key (Daimler), J. Kenyon (Ford), W. T. Henn (Rover), R. G. Harris (Jaguar), F. Grantham (Ford), R. Davis (Sunbeam), T. G. Clarke (A.C.), J. Cuff (Ford), V. Cooper (Jaguar), W. I. Burpee (Vauxhall), D. Barker (Ford), J. Ashworth (Jaguar), L. Leston (Aston Martin), P. Jopp (Jaguar), J. Young (Ford), H. J. Harper (M.G.), Lord Avebury (Jaguar), K. Brierley (Jowett), B. Brinkman (Ford), W. J. Whitehouse (Ford), L. Potter (Sunbeam), F. J. A. Vivian (M.G.), Mrs. J. Cooke (Ford), M. R. Davies (Ford), J. Haddow (Ford), L. H. G. Handley (Ford), R. E. Hooper (Sunbeam), C. Tyer (Ford), Miss E. Cullen (Austin), N. Walsley (Standard), Capt. T. J. Johnson (M.G.), E. B. Ross (Vauxhall), R. J. Harris (Austin), H. Gibson (Austin), H. C. Terry (Ford), P. L. Edwards (Standard), J. H. Hunteridge (Austin), E. R. Walker (Armstrong Siddeley), E. N. London (Jaguar), R. H. Wilkins (M.G.), W. McDougall (Humber), C. S. Henderson (Jaguar), P. R. N. Kerr (M.G.), M. Greenwood (Jaguar), G. F. Faulkner (Ford), D. F. Derken (Standard), S. Carruthers (Vauxhall), O. E. Berry (Sunbeam), Mrs. M. Boddley (Ford), W. Teague (Jaguar), F. W. Hole (Standard), J. Meikle (M.G.), J. P. Boardman (Borgward), G. M. Pearson (Mercedes-Benz), J. W. Bowdage (Mercedes-Benz), R. C. Willis (Volkswagen), D. G. F. Bain (Pannhard), J. Baird Smith (Peugeot), J. K. C. Bayes (Fiat).

PETER GARNIER.

CLUB NEWS

Combined Universities M.C.—The Inter-Varsity Rally is organized by a different University motor club each year, and this year's rally, the fifth in the series, was run by the Oxford University Motor Drivers' Club. From starting points at Buxton, St. Neots, Virginia Water and Newcastle-upon-Tyne, 52 competitors converged on Craven Arms, Shropshire, for the supper stop on Saturday evening, October 29. The route then led westward through Welsh countryside familiar to London Rally competitors and on to the main Nuffield agents in Cardigan, where there was a 40-minute refuelling halt in the early hours of Sunday morning. At Cardigan a marked map was issued, to direct competitors on a 62-mile section round Pembrokeshire and Carmarthenshire. Breakfast followed at Lampeter, and the run back to the finish at Craven Arms went over the now well-known Devil's Staircase. The results, which were announced within two hours of the finish, showed that there were 38 finishers and that only Derek Scott in his Triumph TR2 had completed the course without loss of marks.

RESULTS
Best performance: Triumph TR2 (J. D. Scott).
0 marks lost: Navigator's award: M. M. Roberts.
Runner-up: Sunbeam-Talbot (W. J. Whittall), 10.
Navigator's award: R. H. Holler.
Class winners: Up to 1,200 c.c.: Austin A40 Sports (D. G. Miles), 31. 1,201 to 2,000: Jowett Javelin (R. D. Goltis), 10. Over 2,000: Morgan Plus Four (C. J. Trefall), 15.
Team award: Loughborough College M.C.—G. H. Breakell, S. Baker-Coutenay and S. J. Kilbourn.
Inter-Varsity Trophy: Cambridge University A.C.

Architects and Surveyors' M.C.—Details of this newly formed club can be obtained from B. Meekins, 20, Balcombe Street, Dorset Square, Marylebone, London, N.W.1.

Southern Jowett C.C.—Thirty-three cars competed in the fifth annual Hertfordshire point-to-point held on October 30. The event was divided into two runs—from Mill Hill to Whipsnade in the morning and from

Whipsnade to South Mimms in the afternoon. The mileage involved totalled 100, and 21 places had to be visited. At each point a concealed number had to be found and recorded, and in many instances it was the time taken to find these numbers that influenced the final placings. The finishing point was the Eight Bells Restaurant in South Mimms, Hertfordshire, where, after a meal, the results were announced and the prizes awarded.

RESULTS
1. Ford (D. A. Edwards), 220 points gained; 2. Ford (R. A. White), 190; 3. Ford (J. A. Thoenes), 189.

Vintage S.C.C.—The results of the Eastern Rally held on November 6 are:

Vintage: Eastern Trophy: 1927 O.M. (P. Binne).
First-class awards: 1929 Lancia (J. W. Rowley), 1924 Humber (W. L. T. Windsor). **Second-class award:** 1930 Alvis (R. E. B. Noble), 1933 Austin (L. T. D. Taylor). **Third-class award:** 1927 Bentley (G. H. McDonald).
Post-Vintage Thoroughbred: **First-class award:** 1937 Lancia (D. H. Gahagan). **Second-class award:** 1936 Lagonda (C. E. H. J. Mulholland).
Inter-section team result: 1. Midland, 494 points; 2. Southern, 365.

Blackpool and Fylde M.C.—The annual Blackpool Rally driving tests and inter-area challenge match took place on October 29 and 30. There was an entry of 100 cars for the driving test competition held on the Saturday. Seven tests had been set out, and each competitor attempted them twice. On the Sunday, the inter-area challenge match was held, using four of the seven tests.

RESULTS
Best open production car: Triumph TR2 (J. C. Wallwork), 374.5 marks lost. Best closed production car: Ford (A. Newsham), 409.7. Best special or supercharged car: Dellow (A. E. Marsh), 373.4.
Best Blackpool and Fylde M.C. member: Sunbeam (A. C. Whatmough), 421.5.
Class awards: Closed cars up to 1,000 c.c.: Standard (J. P. Livingston), 417.2. 1,001 to 1,400: Ford (J. H. Dorsett), 410. Over 1,400: Sunbeam (A. C. Whatmough), 421.5. Open cars up to 1,500 c.c.: Dellow (L. G. Oram), 410. Over 1,500: Triumph TR2 (K. W. Finnieston), 390.5. Special and supercharged cars: Keystone Spi (D. G. Flather), 391.2.

Best lady driver: Triumph TR2 (Mrs. E. Ashell), 426.5.

Best team: Hagley and District L.C.C.—Ford (P. J. Anson), Dellow (A. E. Marsh) and Morgan (A. L. Yarranton), 1,179.1 aggregate.

Inter-area challenge match:
Team results: 1. Midlands; 2. North; 3. Scotland; 4. Wales.

Epping Forest Motorsport Association.—A series of five film shows will be held during the winter months, the first in the assembly hall of the Loughton Secondary Modern School, Roding Road, Loughton, Essex, on Wednesday, November 23, starting at 8 p.m. Admission is free and everybody is welcome; programmes will be available at 1s each. It is hoped to include the Shell film of the 1955 Brian Grand Prix in the programme.

The other four film shows will be held at St. Mary's Hall, 201, High Road, Loughton, and anyone who would like details should write to the secretary, S. J. N. Wright, 203, High Road, Loughton, Essex.

London M.C.—Regulations are available for the 37th Gloucester Trial, which is to be held on Saturday, December 3. All competing cars must conform to the R.A.C. national formula for trials cars, and the event is open to members of the North Midland M.C., Hagley and District L.C.C., Lancashire and Cheshire C.C., Sheffield and Hallamshire M.C., Sunbac, Taunton M.C. and the promoting club, and all entrants in the R.A.C. trials championships.

The trial is a qualifying event for the R.A.C. trials championship and the B.T.D.A. Gold Star competition. It will start from the Royal George Hotel, Birdlip, Gloucestershire, at 10.30 a.m., and the course will be approximately 30 miles in length. All observed sections will be clearly marked on the route card, which will also show the distances between points on the course. There will be a number of special tests, but the results of these will be used only to decide ties. The entry fee is £2, and the team entry fee, for teams of three cars already entered, is 15s. Entries should be sent before November 26 to the secretary of the meeting, W. C. Podevin, 68, Bute Road, Ilford, Essex.

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was amputated, but this did not deter him from hopping round as an official at the Monthéry circuit. He was proposed for the *Legion d'Honneur* 25 years ago but the fact that he drove for Mercedes on the eve of the first war may have caused the officials to reflect before granting the distinguished red ribbon.

ME FOR THE sackcloth and ashes department. John Thornley writes to chide me for quoting the permitted mods for Class 1 of the F.I.A. regulations last week instead of Classes 3 and 4, under which the B.M.C. cars made those recent startlingly good runs at Monthéry. Anyway, the M.G. A. and the Austin-Healey were in standard trim, having proved at the M.I.R.A. track that they had ample in hand for the job. The Pathfinder, which had a full load, you recall, was fitted with high-compression pistons, giving a ratio of 8.6 to 1, and had a final drive ratio of 3.7 to 1. The Wolseley Six-Ninety's compression ratio was raised to 8.1 to 1 and the valve-spring pressure was increased in order to raise the r.p.m. range to 5,500; a 3.7 to 1 rear-axle ratio was also provided. The Austin Westminster had the twin-carburettor induction system which is used on the Wolseley Six-Ninety, and again a 3.7 to 1 axle was fitted, although it was not actually necessary, but was thought desirable to give the engine an easier time. The pump fuel was B.P., taken



over by B.M.C. because they were not certain about French premium.

As regards those owners who feel that their cars should do the same sort of thing, the answer is the old one that they could be suitably geared and modified to do it, on Monthéry as the works cars did, if the owners were prepared to stand the losses elsewhere—in such things as acceleration and economy, for instance. The important thing proved, as B.M.C. say, is that no one need fear driving similar B.M.C. cars from, say, Cologne to Frankfurt with the foot flat on the floor, from a mechanical point of view. Clearly the cars will take a good pasting—and thrive on it.

OUT OF A TOTAL of nearly 300 applications received by the R.A.C., the following British entries for the Monte Carlo Rally have been selected and forwarded to the organizing club.

R. J. Adams (Jaguar), S. Allard (Allard), F. Mansfield-Baker (Austin), J. W. E. Banks (Bristol), C. F. Bartlett (Ford), J. Gott (Austin), K. Wharton (Austin), A. P. Warren (Riley), P. Reece (Austin), Mrs. N. Mitchell (M.G.), Mrs. J. Johns (Austin), G. Grant (M.G.), G. N. Burgess (Austin), J. Brenner (Riley), R. Baxter (Austin), L. O. Sims (Riley), P. G. Cooper (Standard), L. Brooke (Standard), K. E. Carter (Aston Martin), Lt. Col. Crosby (Standard), Capt. MacGregor

(Standard), Lieut. Basset (Standard), P. Easton (A.C.), E. R. Evans (Sunbeam), A. B. Fraser (Sunbeam), L. Griffiths (M.G.), F. P. Grounds (Jaguar), E. Harrison (Ford), T. C. Harrison (Ford), J. Kat (Ford), J. H. Kemley (Ford), E. Lambert (M.G.), J. A. McLaughlin (Riley), J. H. Mansbridge (Jaguar), R. D. Mattock (Jaguar), R. W. Merrick (Riley), A. Meredith-Owens (Bristol), Miss A. Neil (Standard), C. B. Pilgrim (Jaguar), A. Pownall (Ford), J. G. Reece (Ford), D. G. Scott (Ford), H. J. Shillabeer (Humber), R. Sleigh (Ford), Mrs. L. Ashfield (Standard), P. Bolton (Standard), K. Richardson (Standard), Mrs. D. Osborn (Standard), J. Stoddart (Standard), G. K. Stratton (Austin), P. Harper (Sunbeam), J. Ray (Sunbeam), Miss S. Van Dam (Sunbeam), Dr. L. Taylor (Standard), D. O'M. Taylor (Standard), W. Todd (Ford), J. Utley (Bristol), C. H. P. Vivian (M.G.), P. G. Walton (Ford), D. G. Warwick (Austin), T. H. Wisdom (Standard), W. M. Couper (Austin), J. Dalhoff (Ford), J. C. Nairn (M.G.), Dr. A. D. Mitchell (Wolseley), I. M. Sutherland (Riley), K. Richardson (Ford), G. B. Whiteway (M.G.), T. E. S. White (Jaguar), W. E. Humphries (Sunbeam), D. J. Uren (Ford), J. M. C. Shand (Ford), C. F. Key (Daimler), J. Kenyon (Ford), W. T. Henn (Rover), R. G. Harris (Jaguar), F. Grantham (Ford), R. Davis (Sunbeam), T. G. Clarke (A.C.), J. Cuff (Ford), V. Cooper (Jaguar), W. L. Burnett (Vauxhall), D. Barker (Ford), J. Ashworth (Jaguar), L. Leston (Aston Martin), F. Jopp (Jaguar), J. Young (Ford), H. J. Harper (M.G.), Lord Avebury (Jaguar), K. Brierley (Jowett), E. Brinkman (Ford), W. J. Whitehouse (Ford), L. Potter (Sunbeam), F. J. A. Vivian (M.G.), Mrs. J. Cooke (Ford), M. R. Davies (Ford), R. F. Haddow (Ford), L. H. G. Handley (Ford), R. K. Hooper (Sunbeam), C. Tyrer (Ford), Miss E. Cullen (Austin), N. Walmsley (Standard), Capt. T. J. Johnson (M.G.), E. B. Ross (Vauxhall), R. J. Harris (Austin), R. Gibson (Austin), H. C. Terry (Ford), P. L. Edwards (Standard), J. H. Huntridge (Austin), E. R. Walker (Armstrong Siddeley), E. N. London (Jaguar), R. H. Wilkins (M.G.), W. McDougall (Humber), C. S. Henderson (Jaguar), P. R. N. Kerr (M.G.), M. Greenwood (Jaguar), G. F. Faulkner (Ford), D. F. Darken (Standard), S. Carruthers (Vauxhall), O. E. Berry (Sunbeam), Mrs. M. Baddeley (Ford), W. Teague (Jaguar), K. W. Hole (Standard), J. Meikle (M.G.), J. P. Boardman (Borgward), G. M. Pearson (Mercedes-Benz), J. W. Bowdage (Mercedes-Benz), R. C. Willis (Volkswagen), D. G. F. Bain (Panhard), J. Baird Smith (Peugeot), J. K. C. Bayes (Fiat).

PETER GARNIER.

CLUB NEWS

Combined Universities M.C.—The Inter-Varsity Rally is organized by a different University motor club each year, and this year's rally, the fifth in the series, was run by the Oxford University Motor Drivers' Club. From starting points at Buxton, St. Neots, Virginia Water and Newcastle-upon-Tyne, 52 competitors converged on Craven Arms, Shropshire, for the supper stop on Saturday evening, October 29. The route then led westward through Welsh countryside familiar to London Rally competitors and on to the main Nuffield agents in Cardigan, where there was a 40-minute refuelling halt in the early hours of Sunday morning. At Cardigan a marked map was issued, to direct competitors on a 62-mile section round Pembrokeshire and Carmarthenshire. Breakfast followed at Lampeter, and the run back to the finish at Craven Arms went over the now well-known Devil's Staircase. The results, which were announced within two hours of the finish, showed that there were 38 finishers and that only Derek Scott in his Triumph TR2 had completed the course without loss of marks.

RESULTS
Best performance: Triumph TR2 (J. D. Scott). 0 marks lost; Navigator's award: M. M. Roberts. Runner-up: Sunbeam-Talbot (W. J. Whittall), 10. Navigator's award: R. H. Hollier.
Class winners: Up to 1,500 c.c.: Austin A.40 Sports (D. G. Miles), 31. 1,501 to 2,000: Jowett Javelin (R. D. Gotta), 16. Over 2,000: Morgan Plus Four (T. J. Threlfall), 16.
Team awards: Loughborough College M.C.—G. H. Breckell, S. Baker-Countney and S. J. Kilbourn.
Inter-Varsity Trophy: Cambridge University A.C.

Architects and Surveyors' M.C.—Details of this newly formed club can be obtained from B. Meekins, 20, Balcombe Street, Dorset Square, Marylebone, London, N.W.1.

Southern Jowett C.C.—Thirty-three cars competed in the fifth annual Hertfordshire point-to-point held on October 30. The event was divided into two runs—from Mill Hill to Whipsnade in the morning and from

Whipsnade to South Mimms in the afternoon. The mileage involved totalled 100, and 21 places had to be visited. At each point a concealed number had to be found and recorded, and in many instances it was the time taken to find these numbers that influenced the final placings. The finishing point was the Eight Bells Restaurant in South Mimms, Hertfordshire, where, after a meal, the results were announced and the prizes awarded.

RESULTS
1. Ford (D. A. Edwards), 220 points gained; 2. Ford (R. A. White), 190; 3. Ford (J. A. Thoenes), 189.

Vintage S.C.C.—The results of the Eastern Rally held on November 6 are:

Vintage: Eastern Trophy: 1927 O.M. (P. Binne).
First-class awards: 1929 Lancia (J. W. Rowley), 1924 Humber (W. L. T. Winder). **Second-class awards:** 1930 Alvis (R. E. B. Noble), 1930 Austin (L. T. D. Taylor). **Third-class award:** 1927 Bentley (G. G. McDonald).
Post-Vintage Threshershire: First-class award: 1937 Lancia (D. H. Gahagan). **Second-class award:** 1936 Lagonda (C. E. H. J. Mulholland).
Inter-section team result: 1. Midland, 494 points; 2. Southern, 395.

Blackpool and Fylde M.C.—The annual Blackpool Rally driving tests and inter-area challenge match took place on October 29 and 30. There was an entry of 100 cars for the driving test competition held on the Saturday. Seven tests had been set out, and each competitor attempted them twice. On the Sunday, the inter-area challenge match was held, using four of the seven tests.

RESULTS
Best open production car: Triumph TR2 (J. E. Wallwork), 375.5 marks lost. Best closed production car: Ford (A. Newham), 402.7. Best special or supercharged car: Dellow (A. E. Marsh), 375.4. Best Blackpool and Fylde M.C. member: Sunbeam (A. C. Whatmough), 421.5.

Class awards: Closed cars up to 1,000 c.c.: Standard (J. P. Livingston), 417.2. 1,001 to 1,500: Ford (J. H. Dorsett), 410. Over 1,500: Sunbeam (A. C. Whatmough), 421.5. Open cars up to 1,500 c.c.: Dellow (L. G. Oram), 410. Over 1,500: Triumph TR2 (K. W. Fleuriot), 380.5. Special and supercharged cars: Keystone Spt (D. G. Flather), 391.8.

Best lady driver: Triumph TR2 (Mrs. E. Ashall), 426.5.

Best team: Hagley and District L.C.C.—Ford (P. J. Anton), Dellow (A. E. Marsh) and Morgan (A. L. Yarranton), 1,179.1 aggregate.

Inter-area challenge match:
Team results: 1. Midlands; 2. North; 3. Scotland; 4. Wales.

Epping Forest Motorsport Association.—A series of five film shows will be held during the winter months, the first in the assembly hall of the Loughton Secondary Modern School, Roding Road, Loughton, Essex, on Wednesday, November 23, starting at 8 p.m. Admission is free and everybody is welcome; programmes will be available at 1s each. It is hoped to include the Shell film of the 1955 Belgian Grand Prix in the programme.

The other four film shows will be held at St. Mary's Hall, 201, High Road, Loughton, and anyone who would like details should write to the secretary, S. J. N. Wright, 203, High Road, Loughton, Essex.

London M.C.—Regulations are available for the 37th Gloucester Trial, which is to be held on Saturday, December 3. All competing cars must conform to the R.A.C. national formula for trials cars, and the event is open to members of the North Midland M.C., Hagley and District L.C.C., Lancashire and Cheshire C.C., Sheffield and Hallamshire M.C., Sunbac, Taunton M.C. and the promoting club, and all entrants in the R.A.C. trials championships.

The trial is a qualifying event for the R.A.C. trials championship and the B.T.D.A. Gold Star competition. It will start from the Royal George Hotel, Birdlip, Gloucestershire, at 10.30 a.m., and the course will be approximately 30 miles in length. All observed sections will be clearly marked on the route card, which will also show the distances between points on the course. There will be a number of special tests, but the results of these will be used only to decide ties. The entry fee is £2, and the team entry fee, for teams of three cars already entered, is 15s. Entries should be sent before November 26 to the secretary of the meeting, W. C. Podevin, 68, Bute Road, Ilford, Essex.

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This subterranean garage for 500 cars was opened recently in Stockholm. In the event of an atomic attack it would provide accommodation for 5,000 residents of the city. There are two entrances, one at each end of a tunnel that is 1,600ft long

IN BRIEF

A Standard and Triumph service week will commence on December 5 at the Central Garage (Halifax), Ltd., 89, King Cross Street, Halifax.

Mr. L. S. Greenland has been appointed a director of H. M. Hobson, Ltd., Hobson Works, Fordhouses, Wolverhampton. He is the company's chief designer.

New offices at King Edward House, New Street, Birmingham, 2, have been occupied by the Midland branch of the Power Petroleum Co., Ltd. The telephone number is Midland 8021-6.

Mr. H. T. Utting has retired from Brown Brothers, Ltd., Great Eastern Street, London, E.C.2, after 44 years' service. He was the guest of honour at a dinner given recently by the directors of the company.

A range of equipment for tubeless tyre repair is now being marketed by Stenor, Ltd., of Richmond, Surrey. The new equipment is intended for use with existing Stenor vulcanizers, which are used in very many service garages.

Mr. L. S. Woodall has been appointed tyre salesman for Caernarvonshire, Denbighshire, Flintshire and Merioneth by the North British Rubber Co., Ltd. He will have his headquarters at 162, Great Charles Street, Birmingham.

Mr. D. S. McPhail, manager of the Dundee sub-depot of the Dunlop Rubber Co., Ltd., has retired after 42 years' service. Before moving to Dundee he was in Glasgow, Aberdeen, and at Fort Dunlop. He has gone to Toronto, where he intends to settle with his family.

A pleasant function was held on November 8 to mark the beginning of a Standard and Triumph service week at the premises of A. J. Allen and Son, Ltd., Bromley Road, Catford, London, S.E.6. The opening of new showrooms at this address was recorded in *The Autocar* of June 26, 1953.

Recent installation of an automobile casting foundry and further expansion now in progress by Guest Keen and Nettlefolds (Cwmbran), Ltd., has resulted in the interests of the company becoming closely identified with the motor industry. The directors have now decided that advantages would be gained by closer liaison with the management of Garringtons, Ltd., and accordingly Mr. R. P. Brookes, chairman and managing director of Garringtons, Ltd., has been appointed managing director of the Cwmbran subsidiary of the G.K.N. group.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

- No. 17220. 1932 Morris Minor.
- "R.G.C."—Maintenance hints and a handbook.
- No. 17221. 1937 Daimler Fifteen.
- "G.R.T.C."—Hints on maintenance and a handbook.
- No. 17222. Type 402 B Peugeot.
- "W.L.W."—General information, maintenance details and a handbook.
- No. 17223. 1937 Series II Morris Twelve.
- "D.G.R."—Details and hints on dismantling engine, etc.; also a workshop manual.
- No. 17224. 1929 20 h.p. Sunbeam.
- "R.R."—Performance data, compression ratio and b.h.p.
- No. 17225. Handbooks Required.
- "W.S.D."—1937 Rover Twelve.
- "S."—1937 Morris Twelve-Four, Series II.
- "J.H."—1937 Hillman Minx.

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| AUSTIN 1½ ton van, petrol engine ... | £741 18 1 |
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| Saloon, 4-door | 1,107 19 4 | 1,663 6 0 |
| Acca two-seater | 1,100 0 0 | 1,651 7 0 |
| Acca coupé | 1,375 0 0 | 2,063 17 0 |
| ALFA ROMEO | | |
| 1300 Giulietta saloon | 1,150 0 0 | 1,726 7 0 |
| Sprint Spyder | 1,410 0 0 | 2,116 7 0 |
| 1900 Super saloon | 1,750 0 0 | 2,626 7 0 |
| T.I. saloon | 1,900 0 0 | 2,851 7 0 |
| Primavera coupé | 1,995 0 0 | 2,993 17 0 |
| Sprint | 2,500 0 0 | 3,751 7 0 |
| ALLARD | | |
| Monte Carlo saloon | 1,782 0 0 | 2,674 7 0 |
| Safari estate car | 1,782 0 0 | 2,674 7 0 |
| K.3 touring 3-seater | 1,537 0 0 | 2,306 17 0 |
| J.R.2 sports-racer | 1,722 0 0 | 2,584 7 0 |
| ALVIS | | |
| 3-litre Graber saloon | 1,850 0 0 | 2,776 7 0 |
| A-SIDDELEY | | |
| Sapphire 346 saloon (synchromesh) | 1,215 0 0 | 1,823 17 0 |
| (preselector) | 1,285 0 0 | 1,928 17 0 |
| (automatic) | 1,404 0 0 | 2,107 7 0 |
| Limousine | 1,910 0 0 | 2,866 7 0 |
| Sapphire 234 saloon | 1,065 0 0 | 1,598 17 0 |
| Sapphire 236 saloon | 1,104 0 0 | 1,657 7 0 |
| ASTON MARTIN | | |
| D.B. 2-4 saloon | 2,050 0 0 | 3,076 7 0 |
| Hardtop | 2,050 0 0 | 3,076 7 0 |
| Drop-head coupé | 2,200 0 0 | 3,301 7 0 |
| D.B.35 2-seater | 2,600 0 0 | 3,901 7 0 |
| AUSTIN | | |
| A.30 Seven 2-door | 335 0 0 | 503 17 0 |
| A.30 Countryman | 395 0 0 | 593 17 0 |
| A.40 Cambridge | 468 0 0 | 703 7 0 |
| A.40 Countryman | 516 0 0 | 775 7 0 |
| A.50 Cambridge | 478 0 0 | 718 7 0 |
| A.90 Westminster | 558 0 0 | 838 7 0 |
| A.135 Princess III | | |
| S.W.B. saloon | 1,665 0 0 | 2,498 17 0 |
| L.W.B. limousine | 2,000 0 0 | 3,001 7 0 |
| AUSTIN-HEALEY | | |
| 100 sports 2-seater | 750 0 0 | 1,126 7 0 |
| 100M sports 2-seater | 855 0 0 | 1,283 17 0 |
| BENTLEY | | |
| Series S saloon | 3,295 0 0 | 4,943 17 0 |
| Jas. Young saloon | 4,665 0 0 | 6,998 17 0 |
| Hooper saloon | 4,715 0 0 | 7,073 17 0 |
| Continental, M. J. | | |
| Mulliner saloon | 4,963 0 0 | 7,441 7 0 |
| Park Ward saloon | 4,775 0 0 | 7,163 17 0 |
| Park Ward D.H. coupé | 4,775 0 0 | 7,163 17 0 |
| B.M.W. | | |
| Type 501 6 cyl. saloon | 1,377 0 0 | 2,066 17 0 |
| 8 cyl. limousine | 1,638 0 0 | 2,458 7 0 |
| Type 502 limousine | 1,792 0 0 | 2,689 11 0 |
| Type 503 sports | 2,975 0 0 | 4,463 17 0 |
| Fixed-head coupé | 2,975 0 0 | 4,463 17 0 |
| Type 507 sports | 2,800 0 0 | 4,201 11 0 |
| BORGWARD | | |
| Isabella 60 saloon | 806 2 11 | 1,210 11 5 |
| Coupé | 1,248 13 10 | 1,874 7 9 |
| Station wagon | 858 1 9 | 1,288 9 8 |
| Isabella TS saloon | 916 15 0 | 1,376 11 8 |
| Pullman 2400 saloon | 1,409 2 1 | 2,115 0 2 |
| Saloon (H:nsomatic) | 1,501 7 0 | 2,253 7 6 |
| BRISTOL | | |
| 405 saloon | 2,390 0 0 | 3,586 7 0 |
| Drop-head coupé | 2,450 0 0 | 3,676 7 0 |
| BUICK | | |
| Series 52 saloon | 2,025 0 0 | 3,038 17 0 |
| Century saloon | 1,975 0 0 | 2,963 17 0 |
| Roadmaster saloon | 2,250 0 0 | 3,326 7 0 |
| CADILLAC | | |
| Series 62-19 saloon | 2,575 0 0 | 3,863 17 0 |
| Eldorado convertible | 3,500 0 0 | 5,251 7 0 |
| Fleetwood saloon | 3,000 0 0 | 4,501 7 0 |
| CHEVROLET | | |
| CHRYSLER | | |
| CITROEN | | |
| 2 c.v. saloon | 398 0 0 | 598 7 0 |
| Light Fifteen saloon | 685 0 0 | 1,028 17 0 |
| Big Fifteen saloon | 740 0 0 | 1,111 7 0 |
| 2-litre DS19 saloon | 990 0 0 | 1,486 7 0 |
| DAIMLER | | |
| Conquest saloon | 1,066 0 0 | 1,600 7 0 |
| Conquest Century | 1,172 0 0 | 1,759 7 0 |
| 2½-litre drop-head | 1,360 0 0 | 2,041 7 0 |
| One-O-Four saloon | 1,885 0 0 | 2,822 17 0 |
| Lady's model | 2,105 0 0 | 3,158 17 0 |
| 4½-litre saloon | 2,293 0 0 | 3,440 17 0 |
| D.K.400 limousine | 2,793 0 0 | 4,190 17 0 |
| DELLOW | | |
| Mark IIB sports | 448 0 0 | 673 7 0 |
| Mark IIC sports | 477 0 0 | 716 17 0 |
| Mark V sports 2-seater | 542 0 0 | 814 17 0 |
| D.K.W. | | |
| Three-six saloon | 632 0 0 | 949 7 0 |
| DODGE | | |
| FAIRTHORPE | | |
| Mark IM saloon | 259 17 0 | 391 2 6 |
| FIAT | | |
| 600 saloon | 412 10 0 | 620 2 0 |
| New 1100 saloon | 578 10 0 | 869 2 0 |
| 1100 TV saloon | 750 0 0 | 1,126 7 0 |
| 1900 saloon | 980 0 0 | 1,471 7 0 |

(Continued on next page)

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| FORD | | | OLDSMOBILE | | |
| Popular saloon ... | 275 0 0 | 413 17 0 | Series 88 Super saloon | 1,640 0 0 | 2,460 15 0 |
| Anglia saloon ... | 360 0 0 | 541 7 0 | Series 98 de luxe saloon | 1,985 0 0 | 2,978 17 0 |
| Saloon de luxe ... | 382 0 0 | 574 7 0 | Starfire convertible ... | 2,080 0 0 | 3,121 7 0 |
| Prefect saloon ... | 395 0 0 | 593 17 0 | PACKARD | | |
| Saloon de luxe ... | 420 0 0 | 631 7 0 | PANHARD | | |
| Escort estate car ... | 414 0 0 | 622 7 0 | Dyna Junior sports | 755 15 4 | 1,165 0 0 |
| Squire estate car ... | 445 0 0 | 668 17 0 | cabriolet ... | | |
| Consul saloon ... | 470 0 0 | 706 7 0 | Dyna de luxe Special | 702 8 8 | 1,055 0 0 |
| Zephyr saloon ... | 532 0 0 | 799 7 0 | PEUGEOT | | |
| Zephyr Zodiac ... | 600 0 0 | 901 7 0 | Type 203 saloon ... | 633 15 11 | 952 0 11 |
| FORD (Canadian) | | | Station wagon ... | 732 12 4 | 1,100 5 6 |
| Fairlane saloon ... | 1,508 0 0 | 2,263 7 0 | Type 403 saloon ... | 796 2 11 | 1,195 11 5 |
| FORD (U.S.A.) | | | PLYMOUTH | | |
| FRAZER NASH | | | PONTIAC | | |
| Targa Florio Fast Road- | 1,450 0 0 | 2,476 7 0 | Chieftain saloon ... | 1,450 0 0 | 2,176 1 2 |
| ster ... | | | Catalina coupé ... | 1,976 0 0 | 2,962 8 10 |
| Turismo fixed-head | 2,150 0 0 | 3,226 7 0 | Star Chief Convertible | 2,050 0 0 | 3,073 5 0 |
| coupé ... | 2,250 0 0 | 3,376 7 0 | PORSCHE | | |
| Mark II competition ... | | | Type 356 1600 Speed- | 1,225 0 0 | 1,838 17 0 |
| Le Mans fixed-head | 2,450 0 0 | 3,676 7 0 | ster ... | 1,260 0 0 | 1,891 7 0 |
| coupé ... | 2,250 0 0 | 3,376 7 0 | Fixed-head coupé ... | 1,380 0 0 | 2,071 7 0 |
| HILLMAN | | | Super fixed-head coupé | 1,380 0 0 | 2,071 7 0 |
| Minx Special saloon ... | 470 0 0 | 706 7 0 | Drop-head cabriolet... | 1,380 0 0 | 2,071 7 0 |
| Californian ... | 550 0 0 | 826 7 0 | Super drop-head coupé | 1,500 0 0 | 2,251 7 0 |
| Estate car ... | 565 0 0 | 848 17 0 | Type 550 1500 spyder | 2,715 0 0 | 4,073 17 0 |
| Musky ... | 415 0 0 | 623 17 0 | Carrera coupé ... | 1,845 0 0 | 2,798 17 0 |
| M.G. | | | RENAULT | | |
| 1½-litre 2-seater ... | 895 0 8 | — | 750 de luxe saloon ... | 422 10 0 | 635 2 8 |
| HUDSON | | | De luxe saloon (sliding | 434 10 0 | 653 2 8 |
| Rambler super saloon | 1,266 0 0 | 1,900 7 0 | roof) ... | | |
| Wasp saloon ... | 1,825 0 0 | 2,738 17 0 | De luxe saloon (farlec | 442 0 0 | 664 7 8 |
| Hornet saloon ... | 1,960 0 0 | 2,941 6 0 | clutch) ... | | |
| HUMBER | | | De luxe saloon (sliding | 454 0 0 | 682 7 0 |
| Hawk saloon ... | 715 0 0 | 1,073 17 0 | roof and farlec | 699 0 0 | 1,049 17 0 |
| Touring limousine | 795 0 0 | 1,193 17 0 | clutch) ... | 850 0 0 | 1,276 7 0 |
| Estate car ... | 885 0 0 | 1,328 17 0 | Fregate 2-litre saloon | 829 0 0 | 1,244 17 0 |
| Super Snipe saloon ... | 1,095 0 0 | 1,643 17 0 | Grand Pavois saloon... | | |
| Touring limousine | 1,175 0 0 | 1,763 17 0 | Amiral saloon ... | 875 0 0 | 1,313 17 8 |
| ISOTTA | | | RILEY | | |
| Motocoupé ... | 292 0 8 | 439 7 0 | Pathfinder saloon ... | 875 0 0 | 1,313 17 8 |
| JAGUAR | | | ROLLS-ROYCE | | |
| 2.4-litre saloon ... | 895 0 0 | 1,343 17 0 | Silver Cloud saloon ... | 3,385 0 0 | 5,078 17 0 |
| Special Equipment | 916 0 0 | 1,375 7 0 | Hooper saloon ... | 4,805 0 0 | 7,208 17 0 |
| Saloon (overdrive) | 940 0 0 | 1,411 7 0 | H. J. Mulliner saloon... | 4,950 0 0 | 7,426 7 0 |
| Mark VII Type M ... | 1,140 0 0 | 1,711 7 0 | Jas. Young saloon ... | 4,755 0 0 | 7,133 17 0 |
| Saloon (overdrive) | 1,185 0 0 | 1,778 17 0 | Silver Wraith Series E | | |
| Saloon (automatic) | 1,268 0 0 | 1,903 7 0 | Park Ward touring | 5,170 0 0 | 7,756 7 0 |
| XK140 sports 2-seater | 1,217 10 0 | 1,692 12 0 | saloon ... | 5,295 0 0 | 7,943 17 0 |
| Drop-head coupé ... | 1,160 0 0 | 1,741 7 0 | Park Ward limousine | 5,295 0 0 | 7,943 17 0 |
| Fixed-head coupé ... | 1,140 0 0 | 1,711 7 0 | Hooper touring | 5,295 0 0 | 7,943 17 0 |
| D-type sports 2-seater | 2,385 0 0 | 3,878 17 0 | limousine ... | 5,295 0 0 | 7,943 17 0 |
| JENSEN | | | Hooper limousine... | 5,295 0 0 | 7,943 17 0 |
| Model 541 saloon ... | 1,285 0 0 | 1,928 17 0 | H. J. Mulliner tour- | 5,265 0 0 | 7,898 17 0 |
| Interceptor de luxe ... | 1,800 0 0 | 2,701 7 0 | ing limousine ... | 5,295 0 0 | 7,943 17 0 |
| Convertible de luxe ... | 1,800 0 0 | 2,701 7 0 | Jas. Young saloon... | 5,295 0 0 | 7,943 17 0 |
| LAGONDA | | | ROVER | | |
| 3-litre saloon ... | 2,600 0 0 | 3,901 7 0 | 60 saloon ... | 840 0 0 | 1,261 7 0 |
| Drop-head coupé ... | 2,700 0 0 | 4,051 7 0 | 75 saloon ... | 915 0 0 | 1,373 17 0 |
| LANCHESTER | | | 90 saloon ... | 945 0 0 | 1,418 17 0 |
| Sprite saloon ... | 866 0 0 | 1,300 7 8 | SIMCA ARONDE | | |
| LANCIA | | | 1300 Elysée saloon | 609 10 0 | 915 12 0 |
| Appia saloon ... | 1,250 0 0 | 1,876 7 0 | Grand Large ... | 662 0 0 | 994 7 0 |
| Aurelia Series II saloon | 1,350 0 0 | 2,326 7 0 | SIMCA VEDETTE | | |
| Aurelia Grand Turis- | 2,115 0 0 | 3,173 17 0 | Trianon saloon ... | 891 0 0 | 1,337 17 0 |
| mo ... | 2,115 0 0 | 3,173 17 0 | Versailles saloon ... | 938 0 0 | 1,408 7 0 |
| Spyder ... | 2,115 0 0 | 3,173 17 0 | Régence saloon ... | 1,653 0 0 | 2,580 17 0 |
| LINCOLN | | | Marly station wagon... | 1,225 0 0 | 1,838 17 0 |
| Continental Mark II | | | SINGER | | |
| Premiere saloon ... | 2,461 0 0 | 3,692 17 0 | Hunter S saloon ... | 612 0 0 | 919 7 0 |
| MERCEDES-BENZ | | | Hunter saloon ... | 687 10 0 | 1,032 12 0 |
| 180 saloon ... | 1,195 0 0 | 1,793 17 0 | Hunter 75 saloon ... | 811 0 0 | 1,217 17 0 |
| 180D (diesel) saloon... | 1,260 0 0 | 1,891 7 0 | SKODA | | |
| 190SL sports saloon ... | 1,850 0 0 | 2,776 7 0 | 440 saloon de luxe | 560 0 0 | 841 7 0 |
| 220a saloon ... | 1,552 0 0 | 2,329 7 0 | 1200 saloon ... | 630 0 0 | 946 7 0 |
| 300 saloon ... | 2,525 0 0 | 3,788 17 0 | STANDARD | | |
| 300C saloon de luxe | 2,675 0 0 | 4,013 17 0 | Eight Family saloon... | 369 0 0 | 554 17 0 |
| 300S coupé ... | 4,110 0 0 | 6,166 7 0 | Super saloon ... | 405 0 0 | 608 17 0 |
| 300SL saloon ... | 3,100 0 0 | 4,651 7 0 | Super Ten saloon ... | 430 0 0 | 646 7 0 |
| MERCURY | | | Companion estate car | 485 0 0 | 728 17 0 |
| Montclair saloon ... | 2,006 0 0 | 3,010 7 0 | Vanguard III saloon ... | 599 0 0 | 899 17 0 |
| M.G. | | | Estate car ... | 633 0 0 | 950 17 0 |
| MG A 2-seater ... | 595 0 0 | 893 17 0 | Vanguard diesel saloon | 735 0 0 | 1,103 17 0 |
| Magnette saloon ... | 645 0 0 | 968 17 0 | STUDEBAKER | | |
| MORGAN | | | SUNBEAM | | |
| 4.4 Series II 2-seater ... | 450 0 0 | 676 7 0 | Rapier saloon ... | 875 0 0 | 1,043 17 0 |
| Plus 4 (TR) 2-seater | 595 0 0 | 893 17 0 | Mark III saloon ... | 835 0 0 | 1,253 17 0 |
| 4-seater ... | 610 0 0 | 916 7 0 | TRIUMPH | | |
| Drop-head coupé ... | 640 0 0 | 961 7 0 | T.R.2 2-seater ... | 625 0 0 | 938 17 0 |
| Plus 4 (Vanguard) 4- | | | Hardtop ... | 670 0 0 | 1,006 7 0 |
| seater ... | 580 0 0 | 871 7 0 | T.R.3 sports 2-seater | 650 0 0 | 976 7 0 |
| Drop-head coupé ... | 610 0 0 | 916 7 0 | Hardtop ... | 695 0 0 | 1,043 17 0 |
| MORRIS | | | VAUXHALL | | |
| Minor, Series II, saloon | 373 0 0 | 560 17 0 | Wyvern saloon ... | 510 0 0 | 766 7 0 |
| Saloon de luxe ... | 389 0 0 | 584 17 0 | Elora saloon ... | 560 0 0 | 841 7 0 |
| Saloon, 4-door ... | 395 0 0 | 593 17 0 | Cresta saloon ... | 620 0 0 | 931 7 0 |
| Convertible ... | 373 0 0 | 560 17 0 | VOLKSWAGEN | | |
| Traveler ... | 422 10 0 | 635 2 0 | Standard saloon ... | 422 10 0 | 635 2 0 |
| Cowley saloon ... | 495 0 0 | 743 17 0 | Saloon de luxe ... | 492 10 0 | 740 2 0 |
| Oxford, Series II, | | | Saloon de luxe (sliding | 525 0 0 | 788 17 0 |
| saloon ... | 525 0 0 | 788 17 0 | head) ... | 670 0 0 | 1,006 7 0 |
| Traveler ... | 580 0 0 | 871 7 0 | Convertible ... | | |
| Isis saloon ... | 565 0 0 | 848 17 0 | WILLIS | | |
| Traveler ... | 675 0 0 | 1,013 17 0 | WOLSELEY | | |
| NASH | | | Four-fortyfour saloon | 595 0 0 | 893 17 0 |
| | | | Six-ninety saloon ... | 750 0 0 | 1,126 7 0 |

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| 1955 FORD Zephyr Six Zodiac saloon. Black with grey upholstery. 8,000 miles | £775 | 1955 HILLMAN Mk. VIII Californian Hardtop. Black and red with red upholstery. Radio and heater. 10,000 miles | £725 |
| 1955 HUMBER Hawk Mk. VI saloon. Black with red upholstery. Heater. 3,000 miles | £925 | 1955 HILLMAN Minx Mk. VIII de Luxe saloon. Claret with fawn upholstery. 8,000 miles | £675 |
| 1954 HUMBER Hawk Mk. VI saloon. Overdrive. Golden Sand with red upholstery. Heater. 12,000 miles ... | £925 | 1955 HILLMAN Minx Mk. VIII Convertible Coupe. Black with red upholstery. 8,000 miles | £695 |
| 1955 SUNBEAM Mk. III saloon (overdrive). Grey with red upholstery. Heater. 4,000 miles | £1,145 | 1955 HILLMAN Mk. VIII Estate Car. Dual grey with red upholstery. 4,000 miles | £775 |
| 1954 SUNBEAM-TALBOT "90" Mk. IIA saloon. Gun grey with red upholstery. Heater. 10,000 miles... | £950 | 1955 HILLMAN Husky, double duty. Blue with red upholstery. 8,000 miles. | £585 |

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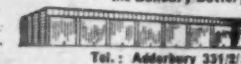
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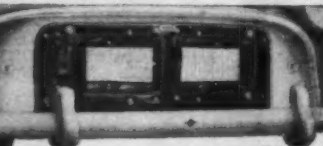
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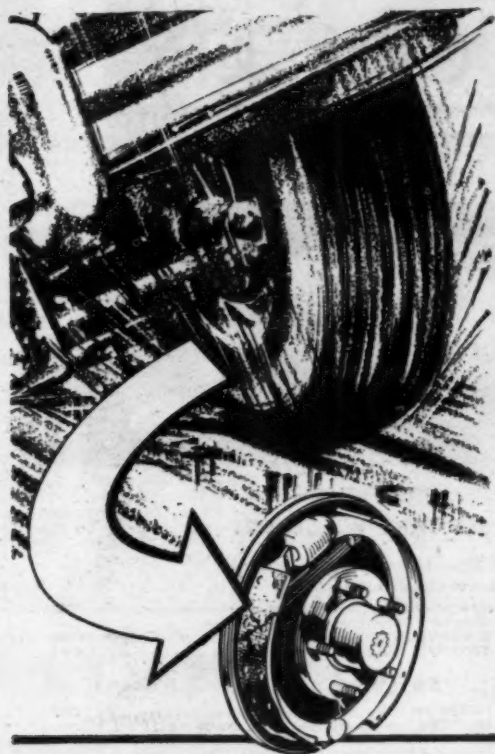
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| 1947 ALLARD 71L 4-seater tourer, signal red | £275 | 1951 HUMBER Super Snipe saloon, black, one owner | £465 |
| 1947 ALLARD 71K 2-seater, many extras, cream | £295 | 1949 HUMBER Super Snipe saloon, heater, grey | £295 |
| 1947 ALLARD 71K sports 2-seaters, choice of 3 from | £245 | 1951 JAGUAR Mark VII saloon, radio, heater, one owner | £745 |
| 1946 ARMSTRONG SIDDELEY Hurricane coupe | £265 | 1951 JAGUAR XK120 sports, choice of 2 from | £625 |
| 1951 ASTON MARTIN DB2 2.6 litre sports sal., full history | £145 | 1949 JAGUAR 3½-litre, d/h coupe, radio, heater, blue | £385 |
| 1955 AUSTIN-HEALEY 100 sports, detachable hard top | £795 | 1948 JAGUAR 2½- and 3½-litre sports sal., choice of 2 from | £275 |
| 1952 AUSTIN A40 sports, £200 extras, blue, one owner | £555 | 1946 JAGUAR 3½ sports saloon, 3 from | £265 |
| 1952 AUSTIN A40 sports, recon. engine, radio, heater | £475 | 1948 MORGAN 4/4 sports 2-seater, cream | £335 |
| 1952 AUSTIN A40 Countryman, green | £465 | 1950-4 MORRIS Minor convertibles, 4 from | £365 |
| 1952 AUSTIN A70 convertible, new hood, sky blue | £425 | 1947 SINGER 9 h.p. 4-seater tourer, red | £265 |
| 1950 AUSTIN A90 convertible coupe, blue | £375 | 1949-52 STANDARD Vanguard saloons, choice of 4 from | £365 |
| 1950 Austin Sheerline, radio, heater, black | £445 | 1947 STANDARD 8 h.p. drophead coupe, grey | £195 |
| 1949 BRISTOL 401, 2-litre saloon, blue | £875 | 1951 SUNBEAM-TALBOT 90 Mark II convertible, grey | £545 |
| 1949 CITROEN 22 h.p. Grande Luxe saloon, black | £395 | 1955 SWALLOW DORSETT 2-seater, black, one owner | £875 |
| 1950 DELLOW 10 h.p. sports 2-seater, B.R.G. | £285 | 1955 TRIUMPH TR2, low mileage, black, one owner | £785 |
| 1955 FIAT 600 saloon, 3,000 miles, one owner, green | £555 | 1949 TRIUMPH 2000 Roadster, radio, heater, black | £435 |
| 1955 FORD Zephyr Six, one owner, low mileage, black | £695 | 1950 WOLSELEY 6'80 saloon, radio, heater, grey | £385 |
| 1950 FORD Pilot saloon, radio, heater, black | £295 | | |

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| | | | |
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| 1955 M.G. Z.A. Magnette 1½-litre sal., radio, heater, maroon | £915 | 1939 M.G. S.A. 2-litre d/h coupe, choice of 3 from | £235 |
| 1953 M.G. T.D. 1250 c.c. sports 2-seater, 1 red, 2 black, from | £325 | 1938 M.G. T.A. 10 h.p. Tickford d/h coupe, red | £285 |
| 1951 M.G. T.D. 1250 c.c. sports 2-seater, 4 in stock from | £625 | 1938 M.G. S.A. 2-litre saloons, 1 green, 2 black, from | £135 |
| 1949 M.G. T.C. 1250 c.c. sports 2-seater, many extras, cream | £385 | 1937-8 M.G. T.A. 10 h.p. sports 2-seaters, choice of 4 from | £225 |
| 1947 M.G. T.C. 1250 c.c. sports 2-seater, choice of 3 from | £315 | 1937-8 M.G., V.A. 1½-litre tourers and saloons, 3 from | £145 |
| 1948 M.G. T.C. 1250 c.c. sports 2-seater, 2 in stock from | £355 | 1934-6 M.G. P.A. sports 2-seaters, from | £135 |
| 1939 M.G. W.A. 2.6-litre drophead coupe, black | £255 | 1929-34 M.G. M. & J.2 type sports 2-seaters from | £45 |

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| 1938 ALVIS Speed 25 Charlesworth saloon, specimen, black | £295 | 1939 LAGONDA V12 4½ coupe in specimen condition | £445 |
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| 1934 ALFA-ROMEO 17/50 s/c Castagna sports saloon | £175 | 1937 LAGONDA 4½-litre drophead coupe, black | £195 |
| 1936 BENTLEY 3½-litre Park Ward sports sal., two tone grey | £445 | 1938 MORGAN 4/4 sports 2-seater, grey | £195 |
| 1936 BENTLEY 3½-litre sports sal. by Rippon, maroon/black | £445 | 1938 PEUGEOT 17 h.p. type 402 Le Mans sports 2-seater | £195 |
| 1929 BENTLEY 4½-litre Black Label, d/h coupe, black | £145 | 1935 RILEY 9 h.p. Imp sports 2-seater, black | £315 |
| 1925 BENTLEY 3½-litre Red Label, drophead coupe | £165 | 1937-8 RILEY 1½-litre Adelphi sports saloons, choice of 2 from | £145 |
| 1940 B.S.A. 10 h.p. series VI 4-seater tourer, maroon | £165 | 1936 RILEY 1½-litre Falcon sports saloons, 3 from | £115 |
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| 1928 DAIMLER 6 limousine, one titled owner, all original | £195 | 1934 ROLLS-ROYCE Ph. II Gurney Nutting sal., dual blue | £295 |
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| 1938 FRAZER NASH-B.M.W. 328 Sports roadster | £345 | 1923 ROLLS-ROYCE 20, owner-driver saloon, black | £125 |
| 1939 HILLMAN Minx 10 h.p. drophead coupe, grey | £105 | 1938 ROVER 12 h.p. sports saloon, fixed heater, black | £195 |
| 1939 JAGUAR 1½-litre sports saloon | £185 | 1937 STANDARD 12 h.p. family saloon, black | £75 |
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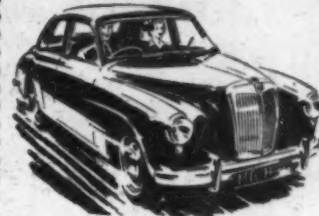
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A selection of high-grade used LAND-ROVERS in stock from £300.

ALEXANDRA RD., S.W.19
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ROVER MAIN DEALERS

BUILT BY RECOMMENDATION ESTABLISHED 1904



BRIXTON BRANCH Offers immediate delivery of the following new cars:—

STANDARD Super 8, £600.
MORRIS Cowley, £744.
ARMSTRONG Sapphire Automatic (pre-Budget), Price £1,990.

Private H.P. from 1/3rd down and 24 payments.
USED CARS AT BRIXTON BRANCH

1953 JAGUAR Mark VII, radio, Michelin X tyres... £875
1954 AUSTIN A.40 saloon... £545
1954 MORRIS Oxford Series I saloon... £525

All the above cars are in superb condition and may be seen and demonstrated at:—

24, ACER LANE, BRIXTON, S.W.2. Brixton 4011.
USED CARS AT EPSOM BRANCH.

1953 FORD Consul, black, red leather, seat covers, heater, radio... £575

1953 MORRIS Minor 2-door saloon, black, red interior... £475

1954 MORRIS Oxford Series I, grey, heater, nice condition... £595
EXCHANGE OR H.P.

1-3, DORKING ROAD, EPSOM, SURREY.
Epsom 3901.

WANTED

for

SPOT CASH CARS ALL TYPES

Hours of Business
Weekdays and Saturdays
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ROWLAND SMITH

THE CAR BUYERS
Hampstead High Street
LONDON, N.W.3
(Hampstead Tube)
HAMPSTEAD 6041 (10 lines)

ESTABLISHED OVER A QUARTER OF A CENTURY

used
Most reliable cars come from

Tankard & Smith

LIMITED

LONDON'S CAR SPECIALISTS

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| 1951 A.40 GS 3 sln. Grey brown. Radio and htr. Low mileage. Exceptional | £475 |
| 1949 A.40 Devon GS 2 saloon. Grey beige. Heater | £380 |
| 1953 A.40 Somerset saloon. Grey beige. 1 owner | £565 |
| 1951 ALVIS 3-ltr. s.n. Black/red. 32,000 mls. 2 owners. Superb | £745 |
| 1952 FORD Zephyr. Green/beige. 1 owner. 34,000 mls. Radio. Heater | £495 |
| 1953 UTILECON (Martin Walter) 7-seater. Green/brown. 1 owner | £405 |
| 1954 M.G. Magnette. Maroon beige. 1 owner. Heater. Radio | £825 |
| 1953 MORRIS Minor Convertible. Green/green. 22,000 mls. 1 owner | £485 |
| 1953 MORRIS Oxford sln. Grey/grey. 20,000 mls. 1 owner | £545 |
| 1947 MORRIS 8 h.p. Series "E" 2-dr. sln. Recellulosed. Black/brown | £335 |
| 1952 MORRIS Minor 2-dr. sln. Grey/red | £450 |
| 1948 MORRIS 8 h.p. Series "E" 4-dr. saloon. Black/brown. Recent reconditioned engine | £350 |
| 1954 MORRIS Minor sln. 4-dr. de Luxe. Green/green. 1 owner. 18,000 miles. Heater | £550 |
| 1954 STANDARD 8 h.p. sln. Beige/tytan. 11,000 miles. 1 owner | £445 |
| 1952 STANDARD Vanguard Estate car. Grey/red. 32,000 miles | £545 |

Write or 'phone for complete price list of used cars

Written guarantee with every car
DEFERRED TERMS
Part exchanges and purchases

194-198 KINGS RD., CHELSEA, S.W.3

'Phone: FLAXman 4801 (5 lines)

A.A. & R.A.C.
INSPECTION
INVITED



39 YEARS
OF SALES
& SERVICE



someone's been to Henlys...

Someone's happy and confident in the car he has chosen—and for very good reasons! At Henlys one gets all the assurance that goes with a nation-wide reputation—plus 7 days' trial, 4 months' guarantee and fullest hire-purchase facilities if desired. Here are some examples from Henlys' current stock:

| | |
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| 1954 ARMSTRONG SIDDELEY Sapphire saloon, synchromesh gearbox, heater, wing mirrors, etc. An attractive and immaculate car. Langham grey and black, with beige interior..... | £1,225 |
| 1955 AUSTIN A.50 de luxe saloon. Heater, demister, wing mirrors, etc. Loose covers. Completely unmarked. Grey with grey interior..... | £685 |
| 1953 AUSTIN A.40 Countryman. Heater. An excellent example. Green with brown interior..... | £585 |
| 1955 DAIMLER Century saloon. Heater, radio, wing mirrors, screen washers. Chassis underscaled. A most elegant car. Grey and blue with blue interior, grey piping... .. | £1,345 |
| 1953 FORD Zephyr saloon. Radio, heater, etc. Loose covers. An excellent example for the year. Grey with red interior..... | £565 |
| 1951 HUDSON Commodore saloon. Heater, radio, screen washers, etc. A very good looking and distinctive car. Blue with grey and blue interior..... | £995 |
| 1954 HUMBER Super Snipe touring limousine. Radio, heater, fog lamp, wheel trims. Very well maintained. Grey with red interior... .. | £825 |
| 1955 HUMBER Hawk saloon. Twin pass lamps, wing mirrors, wheel trims. Heater, etc. Loose covers. Faultless appearance. Grey with red interior..... | £925 |
| 1955 JAGUAR Mark VII Type "M" saloon. Overdrive, wheel trims, twin fog and pass lamps. Heater, etc. Faultlessly maintained, and as new throughout. Apple green with dark green interior..... | £1,445 |
| 1954 JAGUAR XK120 fixed-head coupe. Luggage rack, wing mirrors, heater, etc. 8:1 compression. A most attractive specimen. British racing green with light green interior..... | £1,225 |
| 1953 MORRIS Oxford saloon. Heater, radio, etc. Very carefully used. Black with red interior..... | £595 |
| 1955 ROVER 90 saloon. Twin fog lamps, wing mirrors. Heater, etc. First class throughout. Black with tan interior..... | £1,245 |
| 1954 ROVER 75 saloon. Spot lamp. Heater, etc. Carefully used and maintained. Black with red interior..... | £995 |
| 1952 TRIUMPH Renown saloon. Heater, demister, screen washers. Very well kept. Black with beige interior..... | £585 |
| 1954 VAUXHALL Velox saloon. Radio, heater, fog lamp, wing mirror. 7.3 compression. Loose covers. A well maintained and immaculate car..... | £695 |
| 1955 WOLSELEY 4/44 saloon. Heater, demister, screen washers, fog lamp. In specimen condition. Grey with red interior..... | £785 |

LARGEST JAGUAR AND ROVER DEALERS

HENLYS

England's Leading Motor Agents

| | |
|--|---|
| HEAD OFFICE: Henly House, 385 Euston Road, N.W.1. Tel.: EUSton 4444 | The Square, Bournemouth. Tel.: Bournemouth 6314. |
| Devonshire House, Piccadilly, W.1. Tel.: GROsvenor 2287 | Cheltenham Road, Bristol. Tel.: Bristol 21326. |
| Henlys Corner, North Circular Road, N.W.11. Tel.: FINchley 0061 | Victoria Street, Bristol. Tel.: Bristol 27757. |
| Henlys Roundabout, London Airport, Hounslow West. Tel.: HOUnslow 3454 | 182, London Road, Camberley. Tel.: Camberley 77. |
| Great West Road, Nr. Chiswick Roundabout, Middlesex. Tel.: EALIng 3477 | 1-5, Peter Street, Manchester. Tel.: BLAckfriars 7843. |
| | A. Mulliner Ltd., Bridge St., Northampton. Tel.: Northampton 907. |

More than 40 Depots throughout the country.

The Autocar

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PRESS DATES—First Post Tuesday for Used Cars for Sale and Wanted, Spares and Service. Trade Advertisements are accepted by telephone up to 11 noon, Waterloo 3333. All other classifications close for press first post Friday. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

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For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 9008, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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USED CARS FOR SALE & WANTED - SPARES & SERVICE

A.C.

GATEHOUSE offer:-

1952 A.C. saloon, green heater, one owner, in first class condition; £625.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. 191. Mountview 4444.

GUY SALMON AUTOMOBILES offer:-

1951-2 A.C. 3-litre saloon, recently completely overhauled by manufacturers, extremely good example; £565.—Portsmouth Rd., Thames Ditton. Emersonbury 5551-2-3. (C4001)

1949 saloon, privately owned, 50,000 miles, immaculate, extras; £460.—Leeds 66424. Box 7755. (6974)

1955 Ace, all 1956 modifications, 100 bhp, duff flowed head, modified carburetors, Michelin X. heater, outstanding car; £1,295. (6974)

1954-5 series Ace, fitted with numerous extras and fully modified to 1955 standard, 55 hp engine, Michelin X. heater, £1,085, terms.—Rudds, adjacent Central Station, Worthing 7775-4. (6796)

AL inquiries for A.C. Ace, Aceca, A.C. 2-litre saloons for immediate delivery, also second-hand A.C.'s for sale or wanted, should be addressed to:—THE A.C. Distributors, Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. (C4024)

1951 A.C. 2-litre sports saloon, one owner, fitted heater, extremely nice car; £535.—Eric Hayes, Ltd., 13, Bishopsgate Bridge Rd., Paddington, W.2. Ambassador 5266. (C2033)

LATE 1955 C. Ace, radio, heater, Michelin X. end modifications, genuine 5,500 miles, as new; £1,200 o.n.o.—Chandler, Four Oaks, Chapel Rd., Smallfield, nr. Horley, Surrey. (6736)

1955 carefully run in and as new, would consider Jaguar Mk. VII or similar in exchange.—Briar Wood House, Briar Hill, Purley, Uplands 9581. (C5056)

H. F. EDWARDS offer 1952 (March) A.C. Buckland, sports tourer, 2-tone finish (dark blue and ivory), leather upholstery, heater, spot lamp, all-over tonneau, disappearing hood, loose seat covers, just decarbonized, delightful performance, written guarantee, £535, terms, exchanges.—154, Great Titchfield St., London, W.1. Tel. Langham 0012. (C3003)

A.C. Cars Wanted

ALMOST new A.C. required immediately.—54 Streatham Hill, S.W.2. Tel. HILL 2676. (W3016)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

GOOD A.C. required immediately.—G. Edwards, 118, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

ALFA-ROMEO

1954 Alfa-Romeo 1900 saloon, in excellent condition having been well maintained by experienced mechanics; £1,600. (6664)

R. J. C. MOTORS, Ltd., Saltdean, Brighton, Sussex. Tel. Rottingdean 2261. (6664)

ALFA-ROMEO 2.5 Series III short chassis sports coupe, 1950/51 show model, registered November 1950, radio, heater 3 carb. finished blue with red hide, specimen car, price £1,950.—Skindles Garage, Ltd., Maidenhead 886. (7027)

J. H. BARTLETT.—Alfa-Romeo, one of the fabulous 2.9 supercharged, 6-cylinder, 130mph, sports 2-seaters, recorded mileage 8,000 kilometers, £1,250. Alfa-Romeo 2.5 short chassis Superleggers 2-seater coupe, £895. Alfa-Romeo, February, 1949, 2.5 3-carburetor sports chassis, superb Farina drop head coupe, finished in grey with red leather upholstery, radio, heater, body unmarked, £875; exchange and deferred terms.—27, Pembroke Villas, W.11. Bay. 0523. (C1013)

ALFA-ROMEO Spares and Service
THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2548-9. (0124/R)

ALLARD

FACTORY serviced Allard cars your wisest buy, always a good selection at competitive prices.
ALDARDS MOTORS, Ltd. (main Allard distributors), 45, Acce Lane, Brixton, London, S.W.2. Brixton 6431. (0612/R)

'49 Allard coupe, new Mercury engine, gear box, tyres; many mods., extras; £285.—Tice, Riders Cottage, Long Sutton, Notts. Long Sutton 354. (6716)

1946 Allard model J super sports, the famous G.O.M.2, beech white and maroon red, terrific performance and real eye appeal for the modest outlay of £285 or £95 deposit.—Ray Motors, 193, 168, West End Lane, N.W.6. Hampstead 6490. (C1024)

SALES & WANTS

Turn to page 86 for
Advertisement Form

ALLARD

1951 (July) PI saloon, radio, heater, 2 owners, black, superb bargain; £350; terms, exchange, Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Sloane 5423. (C3045)

395 Allard, 1952, PI saloon, birch grey, red leather, heater, screen washers, excellent condition, terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1950 Allard 71K 2-seater sports, this car is in such original condition must be seen to be believed, mileage 18,000, finished cream, red leather, luggage carrier, etc., tyres as new, words fail me, absolutely without faults, scratches or blemishes, all tools and instruction books intact, £365; terms welcomed.—Convar Motors (Hove), Ltd., 107, Kings Rd., Chelms, S.W. Flaxman 7658. (C1105)

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

RICHARDS & CARR, Ltd., the best Allard buyers.—55, Kinnerton St., S.W.1. Sloane 5424. (C3045)

ALDARDS MOTORS (Allard main distributors), buy or exchange Allard cars.—45, Acce Lane, S.W.2. Brixton 6431. (0146/R)

H. F. EDWARDS are keen to buy good Allard cars and will pay excellent cash prices, distance no object.—Details please to 26-34, Upper High St., Epsom, Surrey, Epsom 9400. (W2001)

ALVIS

GATEHOUSE.
(SPECIALISTS in used Alvis cars for the past 25 years), offer:-

1948 Alvis 14/75 drop head, grey; £450. (W3016)

1947-54 Alvis saloons always in stock; prices ranging from £450 upwards. (W3016)

1938 Alvis 12/70 bus, engine overhauled, in first class condition; £295.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)

BROOKLANDS; wholesale and retail.

SHOWPIECE Alvis inquiries; particulars on request.

NEW Alvis TC21/100 saloon. (C1029)

CONFIDENTIAL terms; part exchange.

103 New Bond St., London, W.1. Mayfair 8551. (C1029)

CHARLES POLLETT, Ltd., offer:-

1952 Alvis 3-litre special sports 2-seater tourer, metallic grey, red leather, genuine mileage 17,000 only, excellent condition; £525 (cost new £1,945). (6948)

SHOWROOMS: 18, Herksey St., W.1. Mayfair 6266. (C1029)

SERVICE—Works and Stores, Barnedale Yard, off Elgin Avenue, W.9. Cunningham 5956. (C2010)

H. A. SAUNDERS, Ltd., of Worcester.

1949 Alvis 14 drop head coupe, black with maroon hood, in exceptional condition, fully guaranteed, fitted Ace Rimbellahers and many extras; £555. USTIN House, Castle Street, Worcester. Tel. 2368. (C4005)

AUSTIN House, Ltd., offer Alvis cars:-

1951 3-litre saloon, fitted radio and heater, a superb car; £665. (6664)

1949 14hp sports saloon, fitted heater and taxed December, £525. (6664)

1949 Alvis 14/75 special 4-seater sports, finished in cream with red leather upholstery, fitted new hood, tonneau and hood bag, heater, twin carburetors, an outstanding car; £575. (6716)

1948 14hp sports saloon, finished in black, fitted heater; £475. (6716)

ERIC HAYES, Ltd., 13, Bishopsgate Bridge Rd., Paddington, W.2. Ambassador 8066. (C2035)

ALVIS

1938 Alvis 19.8 saloon, £185.—Below.

1946 Alvis 25hp Chatsworth saloon; £425, 3 months' guarantee; terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

GORDON CARS (LONDON), Ltd., offer:-

1952 Alvis 3-litre saloon, maroon, excellent condition; £325.—373, Euston Rd., N.W.1. Euston 6611. (C2023)

1938 Alvis 1270 sports saloon, overhauled by us in 1954 at Alvis agents; £295. G. W. WILKIN, Ltd., 1, Weston Park, Kingston, Kin. 8104. (C4053)

1952 Alvis 3-litre saloon, black/beige, one owner.—Dunham & Haines 46, Castle St., Luton 2100-1. (C1076)

ALVIS Speed 20 sports saloon, in really outstanding condition, enthusiast owner; £210 or offer.—Leigh-on-Sea 7659. (6535)

1939 a.o.—Write D. Hurst, Guntown Rd., Newborough, Peterborough. (6544)

1949 TA 14, a drop head out of the ordinary, low mileage, Alvis overhaul, mechanically perfect, exquisite looks, private sale.—Box 7751. (C4025)

AREA dealers, new and used models always in stock; spare parts service.—Bottomgate Motors, Ltd., Bolton Rd., Darwen (774), and Bottomgate, Blackburn (5084). (0741)

1951 3-litre saloon, radio, heater, one owner, maintained by manufacturer, immaculate throughout; £750.—Davis Motors, 275, London Rd., Staines, Tel. 4211-5. (C1080)

TANKARD & SMITH, Ltd., offer 1951 (Dec.) Alvis 3-litre saloon, black/red leather, heater, nominal mileage, excellent condition; £745, three months written guarantee.—194-199, Kings Rd., Chelms, S.W.3. Flaxman 4701. (C4025)

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

ERIC HAYES, Ltd., will purchase Alvis cars in any district.—Tel. Ambassador 5266. 13, Bishopsgate Bridge Rd., London, W.2. (W2053)

GATEHOUSE MOTORS will purchase all types of Alvis cars, pre- and post-war 14/75 urgently needed.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (W2021)

Alvis Spares and Service

SERVICE and spares for Alvis cars.
ALVIS, Ltd., Service Station, 532, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams: Alviscar, Gold, London. (0601/R)

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry, Tel. 5501. Grams: Alvis, Coventry. (B0391/R)

CHARLES POLLETT, Ltd., Alvis Specialists,
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. (C1029)

SPAKE parts.
SERVICE: Barnedale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. (C2010)

KINGSTON-ON-THAMES.—Alvis specialists for sales and service.
G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston, Kingston 2241. (6403)

MANCHESTER.—Alvis repairs and spares, main agents.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Bus 2704-5. (0653/R)

LANCASHIRE and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (4090), and 176, Deansgate, Manchester (Deansgate 4507). (0739/R)

AMERICAN CARS

PEDIGREE CARS.
CADILLAC model 60, right-hand drive, Hydramatic, main, heater, beautiful car, Crest cover. (0653/R)

1953 whitewall, radio, heater, immaculate, Ford Customline 6-cylinder saloon, black. (0653/R)

PARKARD 1947 right-hand drive 4-door saloon, black, overdrive, exceptional condition. (0653/R)

STUDEBAKER 1949 all-electric drop head coupe, radio, heater, overdrive, very pretty car. (0653/R)

340 Euston Rd., N.W.1. Euston 7695 and 7880. (C3095)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AMERICAN CARS

SIMPSON'S offer—

- 1956** new Pontiac saloons r.h.d., convertibles l.h.d., choice of colors, orders accepted now for early delivery; price and details upon application.
- 1955** Ford Victoria hard top, every conceivable extra; £1,675.
- 1954** Ford Victoria hard top, all extras; £1,375.
- 1953** Plymouth shooting brake, r. & h., signals, 6 passenger, powder blue; £1,150.
- 1951** Chevrolet, r. & h., signals, seat covers, black; £450.
- 1951** Packard, r. & h., window washers, all extras; £975.
- 1948** Plymouth 2-door, all extras; £405.
- 1952** Chevrolet Powerglide, r. & h., seat covers, signals, whitewall tires; £650.
- 1955** r.h.d. Chevrolet Bel-Air, V.8, r. & h., all extras; £1,775.
- 1953** 54 Kaiser Manhattan, 5,000 miles, hydraulic drive, r. & h., special show modes; £1,500.
- 1947** Packard r.h.d. de luxe, overdrive, r. & h., ex. cond.; £600.
- 1952** Pontiac, 2-door, r. & h., all extras; £950.
- 1950** Chevrolet, 2-door, r. & h., all extras; £575.
- 1949** Ford Custom convertible, r. & h., all extras; £630.
- 1953** Nash Rambler, r.h.d., r. & h., all extras; £1,200.
- 1948** r.h.d. Buick, r. & h.; £650.

AMERICAN, Continental and English cars taken in part exchange.

SIMPSON'S CARS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley, Middlesex. (W4015)

METCALFE & MUNDY, Ltd. offer—

- 1950** Packard convertible.
- METCALFE & MUNDY, Ltd.**, 280, Old Brompton Rd., S.W.3. Tel. 5471/0105.7. (C3064)

WOOD & LAMBERT, Ltd., main dealers.

SEE and try the latest Canadian Ford Customline models, right-hand drive, with or without Fordomatic transmission.

SUPERB example of the latest American designs, immediate delivery.

49 Stamford Hill, N.16. (Sta. 3434.) (C135/R)

WHITEHALL MOTORS OF COVENTRY, offer—

- 1953** Nash Rambler 2-door hard top coupe, right-hand drive, dual colour scheme, radio, heater, overdrive; £750.
- WHITEHALL MOTORS (COVENTRY)**, Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3395-6. (C4018)

CAMDEN MOTORS offer the following post-war

- 1947** Buick series 50 super 8 saloon, all extras, moderate mileage.
- 1950** Buick series 40 special 8 saloon, all extras, genuine 16,000 miles.
- 1949** Chevrolet Fleetmaster de luxe 4-door saloon, specimen condition.
- 1951** Chrysler Windsor 7-seater, Fluidmatic drive, radio and heater, titled owner.
- 1954** Dodge Kingston 26hp saloon, r.h.d., one owner, low mileage.
- 1949** Hudson Commodore 30hp 6-seater touring saloon, r.h.d., all extras.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue; showrooms open until 8 p.m.

FORD Custom 1949 de luxe V8 6-seater saloon, recent

- engine, overdrive, radio, heater, seat covers, new tyres, blinkers, wing mirrors; £485 o.n.o., or terms; 18, Windsor Hill, Parkstone, Tel. 6416. (W4025/R)
- BRITISH & COLONIAL MOTORS, Ltd.**, offer a selection of post-war American cars, enquiries invited.—13/14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3503. (C1027)

1954 Mercury Montecore 2-door hard top sports

- coupe, the glamorous de luxe model in blue and ivory, upholstered in blue and white leather, power brakes, seats and windows, one owner, low mileage—Coventry 66349. (C4098/R)

JOE THOMPSON MOTORS, Ltd., offer a selection of

- late model cars in excellent condition, at competitive prices as detailed under Classified headings, to be seen at our showrooms at—54-55, Fulham Rd., South Kensington, E.W.3. Kensington 4058. (C4028)

CADILLAC 1954 62 4-door saloon, very low mileage

- power steering, power brakes, every extra, a real magnificent masterpiece of a motor car; £3,175—Alex Cowley (Automobiles), Ltd., The American Car Specialists, 15, Warren St., London, W.1. Euston 2585 or 1143. (C1111)

STUDEBAKER Commander Land Cruiser V8 4-door

- saloon, r.h.d., overdrive, hill holder, radio with internally controlled aerial, heater, screen washer, twin fog lamps, seat covers, whitewall tyres, 20,000 miles, black with chrome wheel discs, actual 1952 Earls Court Show Model, first two Dec., 1952, in immaculate condition; £1,175.

MART'S GARAGE, Ltd., Hampstead Rd., and Soho

- Hill. (G556)
- HANDSWORTH, Birmingham**, Nor. 6311 (3 lines).

ATTENTION! American Cars Wanted

- SIMPSON'S**, The American Car Buyers, require all American cars—Wembley 6681/5903. 345, High Rd., Wembley. (W4015/R)

BRITISH & COLONIAL MOTORS, Ltd., distributors

- for London and Home Counties, require good Chevrolet de luxe—Upper St. Martin's Lane (adj. Leicester Sq. Tube Sta.), London, W.C.2. Temple Bar 3395.

ARMSTRONG SIDDELEY

H. G. PAUL, Ltd.

- 1954** Armstrong Sapphire, special due green, pre-selector gear box, exceptional condition; £575—St. Bruton Place Berkeley Sq., W.1. Macfar 0821-2. (C3040)

ARMSTRONG SIDDELEY

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

(Aston Martin buyers)

CHC

1955 Aston Martin DB2-4 5-litre, interior crimson and beige. Motorcar radio, fitted Al-Fin drums and chrome wire wheels with Michelin X tyres, whole car as new throughout.

1954 Aston Martin DB2-4 moonbeam grey, an outstanding car in excellent condition, a new Vantage engine complete with triple twin exhausts, sole carburettors, fitted 250 miles s.p. extra, include Michelin X tyres, Al-Fin brakes, twin exhausts, radio, etc.: £1,975.—Carterright Hamilton Cars, Ltd., 282, Kensington High St., W.14. Western 0807, 15942

BROOKLANDS: wholesale and retail.

1956 DB2-4 Mark II saloon and coupe on show and for demonstration.

1955 Aston Martin DB2-4 3-litre saloon.

1953 Aston Martin DB2 Vantage engine d.h. coupe.

1952 Aston Martin DB2 Vantage engine saloon, radio, twin exhaust.

BUY or sell with confidence; guarantee.

103 New Bond St., London, W.1. Mayfair 8351.

GUY SALMON AUTOMOBILES offer:—

1955 series Aston Martin DB2-4 d.h. foursome coupe, one owner from new, total mileage 8,000 miles only, excellent condition throughout: £2,250.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3.

1938 Aston Martin saloon; £225, 5 months' guarantee, terms and exchange.

JACK WILLIAMS MOTORS, 109, Priory Rd., Hornsey, Mountview 5228 and 574.

E. BARTLETT—Aston Martin 1953 DB2, Vantage engine HAR, radio, Michelin X tyres, small mileage, absolutely superb car; £1,395.—27, Pembroke Villa, W.11. Bay 0543

ASTON MARTIN 3-litre 1955 DB2-4 sports saloon, low mileage as new, in blue haze with blue leather, fitted H.M.V. radio and wing mirrors: £2,225; demonstration anywhere to genuine enquiries.

H. & G. Robinson, Ltd., Aston Martin Distributors, High St., Gosforth, Newcastle upon Tyne 51047.

1954 (Sept.) Aston Martin DB2-4, 3-litre engine, under 10,000 miles, blue haze, new Michelin X tyres, Al-Fin brakes, H.M.V. radio, outstanding car, any exchange, including Porsche—Nixon's Garage (Notts.), Ltd., Newark, Notts. Tel. 69154.

1954 Aston Martin DB2-4 saloon, Vantage engine, low mileage, H.M.V. radio, heater, jewel-resistant green, with cream leather, most magnificent, 140 mph car, cost £3,000; will sell for £1,995; exchange considered.—4, Baginbun Rd., Coventry. Tel. 68349.

1953 (April) DB2, low mileage, Vantage engine, Al-Fin drums, twin exhausts, special camshaft, radio, heater, maintained regardless of cost by manufacturer, bills available, superb example; £1,435.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Epsbridge 2254.

Aston Martin Cars Wanted

R. ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Aston Martin.—Hamstead (Tube), N.W.3. Ham 6041

J. H. BARTLETT will pay more for good Aston Martin cars.—27, Pembroke Villa, W.11. W1013

FRIDAY, Aston Martin Spares and Service

FRIDAY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines for all Aston Martin cars produced up to 1940; specialised servicing facilities.

ASTON SEVEN

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1938 Aston Ruby Tourer, £135—355, High Rd., Wembley, Wembley 4422

RUBY saloon, sun roof, 4 tyres as new, clean car, £30—10, Winchester Mews, N.W.3. Pri. 6159.

AUSTIN A30

BENTALLS, Ltd.

1954 Austin A30 2-door saloon, beige with red upholstery, £470.

1953 Austin A30 4-door saloon, grey with blue upholstery, with heater: £430.—Kingston-on-Thames, Kingston 1001.

CAR MART, Ltd.

AUSTIN London distributors.

1955 Austin A30 2-door saloon, heater, black with red upholstery: £475.

1955 Austin A30 4-door saloon, heater, green with beige upholstery: £500.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212.

RAYMOND WAY, The Hire Purchase specialists.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire Purchase specialists.

1953 Austin A30 4-door saloon, a specimen car throughout, heater, low mileage, see careful owner only: £1,195.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. R. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

SLOCOMBE, Ltd.

1955 Austin A30, black, unmarked, low mileage; £485; unique guarantee; terms, part exchange cars of motor cycles.—38-32, Dudden Hill Lane, N.W.10. Willesden 4969.

1954 Austin A30 2-door saloon, 13,000 miles; £465.

G. W. WILKIN, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109.

AUSTIN A30

1954 mode: Austin A30 4-door saloon, heater, unmarked: £435.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Penham 5299

1955 (new) A30 4-door, black/red, works mileage, taxed: £540.—Horsham 466.

1954 Austin A30 2-door, black, heater and extras: £440.—Evesing only, Hous. 5144.

1953 (Sept.) A30 saloon, 4-door, heater, 15,000 miles only: £425.—Woking 553.

1953 Austin A30 4-door, new engine and battery: £445.—Central Garage, Henley-on-Thames. Tel. 355.

1955 Austin A30 2-door saloon, blue, 800 miles, as new condition: £525.—Hastings. Led-broke 1155.

1954 Austin A30, duo-tone, immaculate: £450.—N.W.9. Tel. Colindale 5185.

1955 Austin A30 saloon, black, 1,000 miles, heater: £485.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., East Croydon. Tel. Addiscombe 3066-7-8-9.

PRIDE & CLARKE, Ltd., 1953 Austin A30 saloon, 6,000 miles, £475, 1954 2- and 4-door, low mileage, from £439, 1953 4-door, heater, £419.—Stoke New Rd., S.W.9. Brixton 6251.

1954 (July) A30 2-door, grey, with red interior, 14,000 miles, heater, exceptionally immaculate condition inside and out: £425; h.p. available.—Palmer Green 9177.

BARROW-IN-FURNESS.—1954 Austin A30, black, brown leather, 4 doors, guaranteed: £435; terms, exchanges.—New Car Valeting Service, Greengate St., Barrow-in-Furness 5.

1954 Austin A30 4-door saloon, grey, blue leather, one careful owner, 17,000 miles only, taxed: £425.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidhead Tel. Maidenhead 341-2.

425 gns.—Austin A30 1954, Windsor grey, one owner, exceptional, terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hampstead 6041.

Austin A30 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212.

C.S.W.16. Streatham 0054.

LOW mileage Austin A30 wanted, private owner preferred.—Fraser, 60, Epsworth Rd., N.W.3.

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin A30.—Hamstead (Tube), N.W.3. Ham 6041

F. EDWARDS are keen to buy good Austin A30 cars and will pay excellent cash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 6012.

BARROW-IN-FURNESS.—New Car Valeting Service, Greengate St., Barrow-in-Furness 5.—We purchase all post-war models, low mileage, cars and vans at highest prices.

AUSTIN EIGHT

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1947 Austin 8 4-door saloon; £325—355, High Rd., Wembley, Midlx. Tel. Wembley 4422

1947 Austin 8, splendid vehicle, Ace Rimbellsalers: £330.—Smith & Hunter, 976, Kensington High St., W.14. Tel. Western 2315

1940 Austin 8 saloon, '47 features, excellent condition: £195; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 9366.

Austin Eight Cars Wanted

PRIVATELY owned, Austin 8—2/143, Streatham High Rd., Streatham 5607.

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin 8.—Hamstead (Tube), N.W.3. Ham 6041

H. A. SAUNDERS require 8hp saloons for cash or part exchange.—140-144, Golders Green Rd., N.W.11. Speedwell 0011.

AUSTIN TEN

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1947 Austin 10 de luxe saloon, immaculate black coachwork with brown leather upholstery, excellent mechanical order, one change of ownership only: 299gns.

Hire purchase terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. R. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

RUSSELL MOTORS offer:—

1949 Austin 10 saloon: £295.

RUSSELL MOTORS (KNIGHTBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9286.

MAKIN & HARRISON OF CHISWICK.

£315.—1946 Austin 10 4-door saloon, recent re-spray, grey with blue leather, exceptionally clean.—492 B, High Rd., W.4. Chiswick 9556.

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1946 Austin 10; £250—355, High Rd., Wembley, Midlx. Tel. Wembley 4422.

1947 Austin 10 saloon, black, recent reconditioned engine, good tyre: £315.

X L SERVICE STATION, Kingston Vale, S.W.15. Kin 8333

AUSTIN TEN

1947 Austin 10 saloon, magnificent, guaranteed: £275; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319.

1946 Austin 10 saloon, black, heater, very good condition: £310.—Crisp, "Prinus", Fine Glen Ave., Fergowen, Dorset. Tel. Ferndown 2823.

£365!—The finest Austin 10 we have recently had, although 1947 the bodywork is in 1954 condition, mechanically 100%, an irreplaceable, beautiful motor car.

LAMES OF WOOD GREEN (Est. 1897), 100 guaranteed cars, exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222

125 gns.—Austin 10, 1937, Cambridge saloon, sliding head, leather, good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hampstead 6041.

Austin Ten Cars Wanted

R. ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin 10.—Hamstead (Tube), N.W.3. Ham 6041

H. A. SAUNDERS require 10hp saloons for cash or part exchange.—140-144, Golders Green Rd., N.W.11. Speedwell 0011.

AUSTIN A40

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Winton, N.20. Hillside 6021.

1954 Austin A40, beige, heater: £605.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Winton, N.20. Hillside 6021.

BENTALLS, Ltd.

1953 Austin A40 sports, green with beige upholstery: £525.

1953 Austin A40 saloon, blue with beige upholstery: £305.—Kingston-on-Thames, Kingston 1001.

CAR MART, Ltd., London distributors.

1954 Austin A40 Somerset saloon, sliding head, heater, grey with red leather upholstery: £505.

1954 Austin A40 Somerset coupe, heater, blue with blue upholstery: £575.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212.

H. C. PAUL, Ltd.

1953 Austin Somerset convertible 4-seater, black, radio, heater, one owner, exceptional condition: £535.

32, 0521-2, Bruton Place, Berkeley Sq., W.1. Mayfair 0390

NEWHAMS, Ltd.

1955 Austin A40 de luxe sal: £695.

1953 Austin A40 coupe, htr., covers, low mileage: £375.

NEWHAM House 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines).

ELM AUTOSALES offer:—

1952 (Oct.) Austin A40 Somerset, grey with beige leather interior, low mileage, fitted heater, spotless condition: £515.—Elm Autosales, 66, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615.

B. J. HUNTER, Ltd., offer:—

1956 series Austin A40 saloon, works mileage only: £710.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Glancaster 6303

H. BEART & Co., Ltd., offer:—

1951 Austin A40 Devon saloon, black with brown upholstery, recently declassified: £425.

1954 Austin A40 Somerset drop head coupe, low mileage, in beautiful condition throughout: £585.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3546.

H. A. SAUNDERS, Ltd., offer:—

1953 Austin A40 Somerset saloon, black, red upholstery, heater: £345.

1953 Austin A40 Somerset saloon, grey, red upholstery: £535.

1954 Austin A40 Somerset saloon, green, brown upholstery: £545.

1954 Austin A40 Somerset saloon, grey, blue upholstery: £555.

1954 Austin A40 convertible coupe, green, green upholstery, radio: £595.

1954 Austin A40 convertible coupe, black, red upholstery, heater: £595.

H. A. SAUNDERS, Ltd., 856-842, High Rd., N.12. Hillside 5272 (6 lines).

1949 Austin A40, bargain: £365.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/9676.

PHILIP RICKARDS, Ltd., offer:—

1954 Austin A40 Somerset saloon, black/tan, full de luxe, sun roof, radio, 14,000 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-5.

JACK BOND OF VINTAGE AUTOS.

£385.—1950 A40 Devon, mint condition.

VINTAGE AUTOS, 105, Queensway, W.3. Tel. Bayswater 5929 and 6350.

GUY SALMON AUTOMOBILES offer:—

1953 (September) Austin A40 Somerset convertible coupe, very well maintained: £550.—Portsmouth Rd. Thames Ditton, Esherbrook 5551-2-3.

1953 Countryman, immaculate condition, good tyres, one owner: £500.—Box 7747

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40
 1954 A40 Somerset black, red leather, one owner car. £625.
 1953 Austin A40 Somerset; £565.—Below.
 1952 Austin A40 Somerset; £525.—Below.
 1951 Austin A40 Devon, £485.—Below.

All above are one-owner, low mileage cars and each is fitted with heater, hire purchase and part exchanges welcomed.—Herbert & Maas, Church Rd., Ashford, Middx. Tel. 2990 (C3035)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:

1951 Austin A40 saloon, £425; 1952 Austin A30 Countryman, £450.—555, High Rd., Wembley, Middx. Tel. 4422 (C4015)
 1952-3 Austin A40 sports, as new, £525. 3 months' guarantee; terms and exchange.
 JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hoxney, Mountview 5229 and 5774. (C4054)

1954 (reg. December, 1953) Austin A40 Somerset saloon, black, red leather, heater; £515.—Below.

1952 Somerset, grey heater, one owner; £475.—Vandervels, 215, Haverstock Hill, N.W.5. Prim. use 4441. (C4067)

1952 Austin A40 Somerset, one owner; £435.—Kirkdale Cars, Kirkdale, Salfordham, S.E.26. Eghamham 6123. (C4068)

1952 (D.C.) Austin A40 Somerset, grey, heater fitted; £520.—Central Garage, Muncy-on-Thames, Tel. 555. (W4715)

1951 Devon, grey/blue, heater, low mileage, excellent condition; £445; a selection usually available.

H. A. SAUNDERS, Ltd., 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

625 engs.—Austin A40, 1955, Cambridge saloon, one owner, sunroof, unused; terms, exchange.—Rowland Smith, below:—

495 engs.—Austin A40, October 1953, 5 mersey saloon, grey, blue heater, heater, one owner, excellent condition, choice of 4 Somersets; terms, exchange; list, open 9-7 week-days and Saturdays.—R. and W. Smith, Hampstead (Hampstead Tube), Ham. 6041. (C4018)

1954 de luxe model A40, registered late '53, black, red trim, 18,500 miles only, one owner, in perfect condition; £535.

SIMPSON'S, Ltd., Rex Place, Park Lane, W.1. Grosvenor 2635, 1189. (C4062)

1954 Austin A40 Somerset saloon, one owner, black de luxe model, heater, red leather upholstery, 12,000 miles; £508.

1952 Austin A40 Somerset saloon, one owner, de luxe model, carefully used; £465.

FURRARIIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C4008)

1954 Austin A40 Somerset saloon, sun roof, heater; £575.—Hale Motors, Ltd., Tel. 71 (C4077)

1954 Austin A40, black/brown, heater, superb condition, taxed; £545.—L. F. Dove, Ltd., Goldford Rd., Woking, Tel. 1262. (C4078)

1952 Austin A40 G88 Devon saloon, black, heater, steering column gear change; £465.—Hale Motors, Ltd., Tel. 7771 (4 lines). (C4077/1)

AUSTIN A40 dealer sports coupe, 1952; one owner, seen by appointment.—Douglas, "Motor," Prestbury, Cheltenham, Tel. 7140. (C4094)

1953 Austin A40 Somerset convertible, one owner, £525.—Ralph Davis, Ltd., Stanhope Garage, Fotters Bk 2371. (C4094)

1954 Austin A40 Somerset saloon, heater, grey, perfect condition, 3 months' guarantee, £545.—Wilson & Son, 35, Acle Lane, Brighton 4011. (C4095)

1953 Austin A40 1950 Devon saloon, guaranteed, Boves Road Garage, Boves Rd., North Circular Rd. N.11, Boves Park 2294. (C4096)

1950 A40, exceptional condition, one owner, heater, covers, new battery, clutch; £410.—Tollfree, 93, Ellwill Way, Beckenham, Sec. 2520. (C4095)

1954 Austin A40 saloon de luxe, May, 1950, very attractive little car in thoroughly good mechanical order, fitted heater, excellent set of tyres.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue; showrooms open until 8 p.m. (C1055)

1954 (June) A40 Somerset coupe, 13,000 miles, green, one owner, leather, heater, sunroof, covers, unblemished. £625.—Campbell Symonds, Wem. 6262. (C1057)

1954 Austin A40 coupe, grey with grey interior, fitted heater twin spot lights, 13,000 miles, very good order throughout; £595.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 235. (C1059)

CAR MOTOR MART—1953 (July) Austin A40 saloon green, heater, immaculate one owner; £525; written guarantee.—A. Warren St. W.1. East 4110. (C1040)

1951 Austin A40 saloon, grey, blue interior, fitted heater, well maintained, reliable and economical; £475.—Hillwood Motors, Mill Hill (London) 4233. (C4037)

1954 Austin A40 Somerset saloon, black, one owner, heater, £540.—L. F. Dove, Ltd., 111-113, Addiscombe Rd., East Croydon, Tel. Addiscombe 8085-7-8-9. (C1076/1)

1954 Austin A40 black saloon, with red upholstery, fitted sunroof and heater, whole car as new; £535.—Jack Smith, 23, Bruton Place, W.1. Mar. 0661-2. (C4092)

1951 Austin A40 saloons; choice of 2 in excellent condition, green and grey.—L. F. Dove, Ltd., 111-113, Addiscombe Rd., East Croydon, Tel. Addiscombe 8085-7-8-9. (C1076)

1955 (March) Austin A40, blk. trim, 3,000 miles, 6073; exchange.—Naylor & Root, Ltd. 25, East Hill, Wandsworth, S.W.18 (few minutes Chapham Junction), Bati. 2252. (C3022)

PRIDE & CLARKE, Ltd., 1955 Austin A40 saloon, 10,000 miles, £559, 15,000 miles, radio, one owner, £549; 1953, heater £529; 1949, heater, one owner, £399.—Stockwell Rd., S.W.9 Brixton 6251. (C4093)

1954 (September) Somerset saloon, black, red upholstery, 13,000 miles only, including a spare from new, £575; terms, exchange; delivery anywhere.—C. and B. Britannia Garage, Bridlington, E. Yorks. Tel. 466 and evening 2061. (C4093)

AUSTIN A40

ELITE MOTORS offer:—

1954 Austin A40 Somerset saloon, black/brown, heater, one owner, choice of 2 models, both speedometer readings under 20,000 miles, fully guaranteed; £565.

ELITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting, S.W.17. Balham 1200 (20 lines). (C2055)

1953 Austin A40 Countryman, above average; £510.—Below.

1951 Austin A40 sal., superlative cond., taxed and guaranteed; £445.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2512. (C4019)

1953 Austin A40 convertible, green, green leather, one owner, moderate mileage, heater, wing mirrors, good tyres, taxed; £500.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. (C3011)

1949 A40 saloon, heater, taxed, smart; £365; made enquiries welcomed; terms and exchanges.—Boys Automobiles, Ltd., 27, Parkway, N.W.1 (nearest Tube, Camden Town Station), Euston 2700 and 5594. (C3039)

1955 Austin A40 Cambridge 4-door saloon, black with red leather upholstery, heater fitted, delivery only; £232 dep., balance H.P.; exchange.—Milton Motors, 256, Deansgate, Manchester, 3. Back-frills 5545. (C4008)

£350—1949 Devon saloon de luxe, one local doctor owner, chauffeur maintained and in very superior condition throughout, A.A. or R.A.C. inspection invited; 3 months' mechanical guarantee; terms to suit and exchange.—Coachcraft, Elm Rd., Epsom, Tel. 6539. (C1063)

1953 A40 coupe, blue/grey, heater, seat covers, red trim, serviced and polished weekly since new, 22,000 miles, genuine, tuned engine, Serval telescopic dampers and Ridemasters, new tyres and battery, reluctant private owner selling at £510 for quick sale.—Pal. 1441 or Lab. 2653. (C4018)

Austin A40 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 16, Cambridge Rd., Ealing W.5. Ealing 6600 (0957/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.1. East 6041. (W4018/R)

A MOST new A40 required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676 (W3016)

A40 buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Saloon, N.2. Tudor 2301-2. (W3016)

H. A. SAUNDERS require A40 cars for cash or part exchange—140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

AUSTIN A50

W. HAROLD PERRY, Ltd., 1105-1111, High Rd. Whetstone N.20. Tel. Hillside 6621 offers:—

1954 (November) Austin A50 Cambridge saloon, blue, beige leather upholstery, heater, spot lamp, very nice condition; £655.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd. Whetstone N.20. Hillside 6621. (C3042)

CAR MART, Ltd.,

AUSTIN London distributors.

1954-5 Austin A50 Cambridge de luxe saloon, heater, grey with red upholstery; £665.

CAR MART, Ltd., 16, Cambridge Rd., Ealing, W.5. Ealing 6600. (C1059)

H. BEATT & Co., Ltd., offer:—

1954 (October) model Austin A50 de luxe saloon, one owner, genuine 6,000 miles, as new; £625.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3348. (C1081)

CMI CAR SALES (Pri. 6623) offer:—

1955 Austin A50 de luxe saloon, grey, one owner, taxed; £655; choice of several.

THREE months' guarantee; terms, list on application. 3 Sales Cottage, Finchley Rd., N.W.3. (C1051)

AZ MOTORS offer: new A50, pre-Budget.—Palmerston Rd., N.W.6. Tel. Kas. 4723. (C1011)

1955 Austin A50 saloon, 150 miles, exchange, etc. Tel. 4363.

1955 (July) Cambridge, de luxe, grey/red leather, 4 (59) miles only, immaculate unblemished condition; £655.

H. A. SAUNDERS, Ltd., 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

1955 Austin A50 Cambridge, blue de luxe, radio heater, 4,000 miles; £725.—Salmons Garages, Ltd. Temp's Bar 3334. (C4029)

£595—1955 model A50 saloon, de luxe, low mileage, heater, immaculate, blue, low mileage.—Harmer Green House, Welwyn 61. (C693)

1954 (November) A50 Cambridge de luxe, 8,500, owner driven, garage maintained, as new; £685.—Tel. Heathfield 66. (C697)

OWNER leaving: must sell Austin A50 Cambridge standard saloon, black with heater, new July, 1955, mileage 7,000.—Bligh, 3a, Surrey Rd., S.E.15. (C651)

£650—Austin A50 saloon, tweed grey with grey interior, only 4,000 miles, magnificent unmarked condition.—G. S. Bell, Ltd., 308, King St., Hammersmith, Tel. Riverside 2811. (C623)

1955 Austin A50 de luxe Chelsea grey saloon, red leather upholstery, heater, screenwisher, excellent condition; £790.—Tel. Ho. 132 (near Basingstoke). (C620)

625 engs.—Austin A50, Mar 1955, saloon, one owner, exceptional; terms, exchange; list, open 9-5 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

AUSTIN A50

TANKARD & SMITH, Ltd. offer 1954 (Dec.) Austin A50 de luxe, blue/blue leather upholstery, heater, one owner, immaculate; £665, three months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4601. (C4025)

Austin A50 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Weigh Harp, Edgware Rd. N.W.9 Hendon 6500. (C0058/B)

AUSTIN TWELVE

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1939 Austin 12/4; £215.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1939 Austin 12 saloon, guaranteed; £190.—Chadfield, 386, Kensington High St., W.14. Wes. 6631. (C3029)

1939 Austin 12 4-door saloon, recon. engine, clean condition; £195 or £20 deposit.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6390. (C1024)

1938 (regd. November 1937) Austin 12 saloon, black with brown leather upholstery, taxed, this vehicle has been well maintained and is in very good condition; £145.—Walters Motor, Ltd., 356, High St., Farnham, Enfield, Tel. Howard 1646 or 1951. (C697)

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. East 6041. (W4018/R)

AUSTIN SIXTEEN

H. A. SAUNDERS, Ltd., offer:—

1948 Austin 16 saloon, black, brown upholstery, heater; £595.

H. A. SAUNDERS, Ltd., 836-842, High Rd., N.12. Hillside 5272 (6 lines). (C2027)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1948 Austin 16; £545.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

A & S 16hp, Hire Limousines, Large choice £525/£625. Extra if fitted Standard Diesel. (C4018)

1952 Private owner, brown leather, heater, front and rear, above average condition.

1951 Choice of several, all in first class condition, ready for immediate service.

A & S Guaranteed Limousines, Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2341.

1948 Austin 16 saloon, black, outstanding condition throughout; 3 months' guarantee; £325.

C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). (C1061)

HEARSES, Hearses, Hearses. We can supply better deck hearses on the 16 hp chassis Brochures available.

LIFE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

1947 Austin 16 de luxe saloon, really exceptional condition; £545.—Jacquet, Ltd., 225-7, Ham. 6041. W. 2. Riverside 5677-9. (C2043)

1949 Austin 16 saloon, heater, radio, magnificent, guaranteed; £625; payments.—Vaughan, 17, Artwood Mews, S.W.7. Fro. 1519.

1949 Austin 16 saloon, radio, heater, a really fine car throughout; £535; written guarantee; terms, exchange; trade enquiries welcome.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, anytime. (C4065)

1948 (Sept.) Austin 16, black, brown leather, radio, heater, fine roomy car in superb condition, sun roof; £375.—Hillwood Motors, Mill Hill (Lon. on) 4232. (C654)

1954 limousine (Sept., 1950), reconcillible H engine, new tyres, carefully maintained, excellent throughout; £545.—Willmore Motors, Kendrick Place, South Kensington 6916. (C1019)

Austin Sixteen Cars Wanted

A & S Limousines 16hp. Hirecars required urgently, good prices for genuine vehicles.

A LIFE & SAUNDERS, Providence Court, North Audley Street, Mayfair 2341. (W1008)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. East 6041. (W4018/R)

AUSTIN A70

CAR MART, Ltd.,

AUSTIN London distributors.

1954 Austin A70 Hereford saloon, sliding head, heater, beige with brown upholstery; £595.

CAR MART, Ltd., 33, Streatham High Rd., W.16. Streatham 3054. (C1059)

H. A. SAUNDERS, Ltd., offer:—

1953 Austin A70 Hereford saloon, green, brown upholstery, heater, recorded mileage 20,570; £525.

H. A. SAUNDERS, Ltd., 836-842, High Rd., N.12. Hillside 5272 (6 lines). (C2027)

BROOKLANDS Austin retail dealers.

1953 Austin A70 saloon, radio, heater.

PART exchange; guarantee.

103 New Bond St., London, W.1. Mayfair 3351. (C1069)

PETER BANTOCK CAR SALES offer:—

1953 Austin Hereford, beige with brown leather, fitted heater and radio beautifully kept throughout; £495.—104, High Rd., Chiswick 2745, 5570. (C1014)

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Austin A70 saloon, low mileage, one owner, condition as new; £525.

1950 Austin A70 saloon, fitted radio, heater, seat covers, taxed in very nice condition throughout; £425.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 9845-5. (C4018)

1951 A70 Hampshire, black, first-class order, 50,000 miles; £425.—28, Batchworth Lane, Northwood, Tel. 1624. (C693)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70

HARRES Harres Harres. We can supply deck heaters on the A70 chassis, brochures available.

A LPE AND SAUNDERS (COACHBUILDERS) Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102]

SIMPONS MOTORS (WEMBLEY) Ltd., English Car Sales Division, offer:—

1951 Austin A70 Countryman, £445; 1951 Austin A70 utility, £475; 1952 Austin A70, one owner, £475—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1950 (June) Hampshire de luxe saloon fawn with brown hide, heater, low mileage, £365.—Belov. [C4015]

1952 (April) Hereford saloon, beige, brown hide interior, heater, etc., one owner, 18,000 miles, low condition throughout; £555.—Robbins, East Putney, Tel. Putney 7521. [C3010]

1954 Austin Hereford, green with brown leather upholstery and fitted heater, one owner, low mileage, £475. [C4015]

1953 Austin Hereford, green with brown leather upholstery, fitted heater, low mileage, whole car as new, having been managing director's personal car; £555.—Walters Motors Ltd., 356, High St., Ponders End, Enfield, Tel. Howard 1436 or 1951. [C6066]

1953 Austin A70 saloon, magnificent, guaranteed; £430; payments.—Vaughan, 17, Astwood Mews, S.W.7, Fro. 1319. [C4015]

AZ MOTORS offer 1953 Hereford, immaculate condition, 1950 Hampshire, £350; 1951 Palmerston Rd., N.W.6. Tel. Mai. 4723. [C1011]

MAY, 1953, Austin A70, black, fitted radio and heater, 18,000 miles, £500 or nearest offer.—Imperial Garage (Blackpool), Ltd., Tel. 21594. [C6562]

1951 Austin A70 Hereford saloon, one owner, excellent condition throughout; £410.—L. F. Dore, Ltd., 69, Broadway, Wimbledon, S.W.19, L. 2673. [C1017]

£425—1970 1950 Hampshire de luxe saloon, blue radio, heater leather upholstery, Ace Rimbellishers etc. in good condition.—Tel. Putney 4607 or Berkhamsd 361. [C6562]

1952 Austin A70 Hereford (Export), one previous owner, leather upholstery as new, link mats, heater, Ace Rimbellishers, spot and rear lights, excellent performance; £430.—Hertford 2634. [C6724]

1953 (Oct.) Austin A70 Hereford, grey/blue hide, s-rayo hit, one careful owner; £565; exchanges.—Taylor & Root, Ltd., 45, East Hill, Wandsworth, S.W.15 (few minutes Clapham Junction). [C5022]

1953 (October) Austin A70 saloon, black with brown upholstery, heater, sun roof, rimbellishers, 22,000 miles, immaculate condition throughout; £545.—Bew Brothers, Ltd., 133, Old Brompton Rd., S.W.7, Fremantle 3335. [C1063]

AUSTIN A70 Hereford saloon (1954, May), mileage A.850, immaculate condition, colour green, heater, sunroof, real leather upholstery, one owner, very carefully maintained; £625 (fully licensed); no dealers.—Cleeve, 23, Stockbridge Rd., Chichester, 2 mins. walk from station. [C6735]

Austin A70 Cars Wanted

CAR MART Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition. [C555 R]

CAR MART Ltd., Welsh Harp, Edgware Rd., N.W.9, Enon 6901. [C555 R]

ALMOST new A70 required immediately.—54, Streatham Hill, S.W.2, Tulsa Hill 2676. [W3016]

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Austin A70 and A90—Hampstead, Tel. N.W.1, Ham 6043. [W4016]

H. F. EDWARDS are keen to buy good Austin A70 cars and will pay excellent cash prices; distance no object.—Deborah, 26-34, Upper Hill, Epsom, Surrey, Epsom 9400. [W2001]

AUSTIN A90

BENTALLS Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition. [C555 R]

CAR MART Ltd., Welsh Harp, Edgware Rd., N.W.9, Enon 6901. [C555 R]

ALMOST new A70 required immediately.—54, Streatham Hill, S.W.2, Tulsa Hill 2676. [W3016]

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Austin A70 and A90—Hampstead, Tel. N.W.1, Ham 6043. [W4016]

H. F. EDWARDS are keen to buy good Austin A70 cars and will pay excellent cash prices; distance no object.—Deborah, 26-34, Upper Hill, Epsom, Surrey, Epsom 9400. [W2001]

1952 Austin A90 Atlantic, grey, radio, heater, loose seat covers, £540.—Kingston-on-Thames, Kingston 1001. [C1093]

CAR MART Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition. [C555 R]

CAR MART Ltd., Welsh Harp, Edgware Rd., N.W.9, Enon 6901. [C555 R]

ALMOST new A70 required immediately.—54, Streatham Hill, S.W.2, Tulsa Hill 2676. [W3016]

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Austin A70 and A90—Hampstead, Tel. N.W.1, Ham 6043. [W4016]

H. F. EDWARDS are keen to buy good Austin A70 cars and will pay excellent cash prices; distance no object.—Deborah, 26-34, Upper Hill, Epsom, Surrey, Epsom 9400. [W2001]

1952 Austin A90 hardtop saloon, a superb example, radio and heater, one owner, Tygan seat covers, terrific performance; 4799ms. [C4015]

HIRE purchase terms on the spot with no references, no formalities or guarantees. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from. [C4015]

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, R. Maids Vale 6044, connecting all branches and departments Kilburn Park Station, Bakerloo line, 150 yards. [C4047]

1951 Austin A90 saloon, radio, heater, perfect; £355. [C4015]

SCOTT CARS, 347, Finchley Rd., London, N.W.3, Tel. Hampstead 7779/9676. [C4016/1]

SIMPONS MOTORS (WEMBLEY) Ltd., English Car Sales Division, offer:—

1951 Austin A90 hardtop, M. & H.; £465; 355, High Rd., Wembley Middx. Tel. Wembley 4422. [C4015]

A90 '51 saloon; £395; respired, rechromed, excellent condition, 20,000 miles.—1 Dechey 2190. [C6062]

1955 Austin A90 saloon, beige; £775.—University Motors Ltd., 90, Piccadilly, W.1, Grosvenor 4141. [C7040]

AUSTIN A90

£475—Austin A90 1950-1 all-electric convertible, superb performance and condition; many other cars. [C1017]

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7, (50 yds. Holland Park Tube), Exchange, L.P. [C1017]

1950-1—A90 electric convertible; guaranteed; £390. [C3029]

AZ MOTORS offer 1952 Atlantic saloon, one owner, real opportunity; £475; 11—Farnham Rd., N.W.8. Tel. Mai. 4723. [C1011]

1951 Austin A90 saloon, radio, heater, loose covers, in very good condition throughout; £445.—Cavendish Motors, Cavendish Rd., N.W.6, Wil. 0046. [C2049]

1951 Austin A90 saloon, black, red leather, radio, heater, in spotless condition, wonderful performance; excellent value at £495.—Hillwood Motors, Mill Hill (London) 4232. [C6639]

1951 Austin Atlantic convertible, radio, heater, very fast car, showroom condition; £495.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.4, Colindale 2185. [C3096]

£455—Austin A90 Atlantic convertible, green, fawn leather, heater, very fast and economical, excellent condition throughout, guaranteed. [C2049]

1955 5,000 miles; £845.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Tel. 2638. [C1027]

1951 (Oct.) Austin A90, Atlantic sports saloon, metallic grey/grey hide, radio, heater, loose covers, Ace Rimbellishers, sun mirrors; this outstanding car was supplied new by us, and we have serviced and maintained it; total mileage 22,000; the whole car is in excellent condition; high ratio axle, giving 100mph; one of the finest A90s.—Gordon White & Co. Ltd., Gerrards Cross 2077-8. [C6870]

Austin A90 Cars Wanted

CAR MART Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—163, Bromley Rd., Catford, S.E.6, Hither Green 1001. [C559 R]

1955 Austin A90 Westminister de luxe, radio, 5,000 miles, one owner, taxed; £795. [C1093]

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

AUSTIN A90 Westminister de luxe saloon, 8,000 miles, £785.—Holland Park Automobiles, Park 2628. [C2085]

1955 Austin A90 Westminister de luxe saloon, as new, 7,000 miles approx., finished black; £795 with B.M.C. guarantee.—Vaughan-Harborne, N.W.4, Austin House, Wellington St., Leicester. Tel. 5829. [C593]

1955 Austin A90 Westminister saloon de luxe, heater, extras, low mileage, almost indistinguishable from new; £765. [C3035]

PANTILES SERVICE GARAGE Ltd., London Rd., Guildford, Surrey, Tel. Guildford 5326. [C3035]

1956 Austin A90-5 Westminister de luxe, brand new at pre-Budget price (one only), colour reef hit.—Simpson's, Caxton, Cambridgeshire, Tel. Caxton 210. [C6900]

1955 Austin A90 Westminister, fitted heater, radio, fog/driving lamps, screen washer, one owner, Phoenix beige, as new; £795; exchanges, terms.—Simpson's, Caxton, Cambridgeshire, Tel. Caxton 210. [C6900]

£750—Austin A90 Westminister de luxe saloon, black, red leather, heater, only 26,000 miles and completely as new.—Broadway Motors, 67, High St. and Hanworth Rd., Hounslow, Middx. Hou 0175. [C6917]

1955 Austin Westminister de luxe, 5,000 miles only, indistinguishable from new; £795.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1, Tel. Belgrave 3721. [C3006]

AUSTIN EIGHTEEN

NORMAN AUTOS, London distributors, are anxious to purchase Austin Eighteen cars and will pay attractive prices for those in exceptional condition. [C555 R]

1937 Austin 18, 7-seater, black body, brown leather upholstery, exceptional condition; £185.—Norman Autos, 344-354, London Rd., Croydon, Thornton Heath 4657. [C3089]

£195—One owner 7-seater Austin York saloon, black with brown leather, low mileage, and completely original.—Broadway Motors, 67, High St. and Hanworth Rd., Hounslow, Middx. Hou 0175. [C6915]

A&S Austin Eighteen Cars Wanted—require 1st and Windsor seven passenger cars, good prices for genuine vehicles. [C1006]

A LPE & SAUNDERS, Providence Court, North Audley A Street, Mayfair 2941. [W1006]

AUSTIN TWENTY

1938 Austin Twenty 7-seater, limousine, splendid order; £250.—Smith & Hunter, 376, Kensington High St., W.14, Tel. Western 2312. [C4019]

AUSTIN A125 & A135

BENTALLS Ltd., London distributors, are anxious to purchase Austin A125 and A135 cars and will pay attractive prices for those in exceptional condition. [C555 R]

1950 Austin Sheerline, black with beige upholstery, radio and heater; £555.—Kingston-on-Thames, Kingston 1001. [C1093]

SIMPONS MOTORS (WEMBLEY) Ltd., English Car Sales Division, offer:—

1950 Austin Sheerline, R. & H.; £475—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

AUSTIN A125 & A135

CAR MART Ltd., London distributors, are anxious to purchase Austin A125 and A135 cars and will pay attractive prices for those in exceptional condition. [C555 R]

1953 Austin A135 Princess saloon, sliding head, radio, heater, black with brown leather upholstery; £375. [C1039/1]

CAR MART Ltd., 320, Euston Rd., London, N.W.1, Euston 1213. [C1039/1]

AUSTIN London distributors, are anxious to purchase Austin A125 and A135 cars and will pay attractive prices for those in exceptional condition. [C555 R]

1953 Austin A125 Sheerline saloon, sliding head, radio, heater, grey with grey upholstery; £795. [C1039]

CAR MART Ltd., Welsh Harp, Edgware Rd., N.W.9, Hendon 6500. [C1039]

TOM GARNER, Ltd., offer:—

1955 series Austin A135 Princess saloon, black, 3,000 miles; £1,795. [C4020]

1955 series Austin A135 Princess 1.9, 7-passenger limousine, black, radio, etc., 7,000 miles; £2,995. [C4020]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7. [C4020]

H. A. SAUNDERS, Ltd., offer:—

1951 Austin Sheerline saloon, black, beige upholstery, heater, radio; £595. [C4020]

1952 Austin Sheerline saloon, grey, blue upholstery, radio, heater; £545. [C4020]

H. A. SAUNDERS, Ltd., 836-842, High Rd., N.12, Hillside 5272 (8 lines). [C3027]

CHARLES FOLLETT, Ltd., offer:—

1950 (Dec.) Austin Princess touring limousine with electric division, radio and heater, colour grey with blue leather; this car was sold new by us and is in exceptional condition throughout; £795. [C3027]

SHOWROOMS—18, Berkeley St., W.1, Mayfair 6366. [C3027]

SERVICE—Works & Stores—Barnside Yard, off High Ave., W.9, Cunningsham 5936. [C2010]

GUY SALMON AUTOMOBILES, offer:—

1953 Austin Sheerline saloon, black/beige leather, 20,000 miles only from new, immaculate condition; £735.—Purtonmouth Rd., Thames Ditton, Surrey, 251-2-3. [C4001]

A&S Guaranteed L.W.B. 28hp. Limousines. [C4001]

1953 series full width occasional, leather throughout, one private owner, 20,000 miles, in new condition; £1465. [C4001]

1952 series full width occasional, cloth in rear, radio heaters, £1255. [C4001]

1951 leather cloth upholstery, 40,000 miles, one owner, £1095. [C4001]

LPE & SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006]

WHITEHALL MOTORS OF COVENTRY, offer:—

1951 Austin Sheerline saloon, silver grey, radio, heater, one owner. [C4001]

1949 Austin Sheerline saloon, black with Bentley type seating, radio, heater, one owner; terms, exchangeable. [C4001]

WHITEHALL MOTORS (COVENTRY) Ltd., Coventry Rd., Exhall, nr. Coventry, Tel. Bedworth 5395-6. [C4001]

1954 Austin Sheerline saloon, mileage 14,000, excellent condition; £795. [C4001]

THE STOUR VALLEY MOTOR CO. Ltd., Hagley Rd., Stourbridge, Worcs. Tel. 3022. [C6960]

SIMPONS OF MAYFAIR offer finest selection of Princesses in the country. [C4001]

1951 Austin Princess, 27,000 miles only, one owner, deep maroon with 2-tone beige leather upholstery, wheel trim, screen washers, wine mirrors, radio, heater, an immaculate and timeable car; £775. [C4001]

1949 Austin Princess, one owner, in faultless condition throughout, black with tan trim, radio, heater, Ace Rimbellishers, screen washers; £650 or thereabouts. [C4001]

1949 model similar to that above, but blue with grey trim; £625. [C4001]

1951 model, 21,000 miles only, chauffeur maintained, will be to hand this week-end; £750. [C4001]

ALL the above Princesses offered by Simpons are guaranteed against any major mechanical defect occurring for a period of 3 months and have all received a scheduled service before being offered for sale. [C4001]

SIMPONS, 12, Rex Place, Park Lane, W.1, Grosvenor 2835, 1189. [C4001]

HARRES Harres Harres. We can supply heater or deck heaters on the Princess chassis. Brochures available. [C4001]

A LPE & SAUNDERS (COACHBUILDERS) Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102]

1952 Sheerline dual tone black/grey with grey leather, fitted radio, heater, seat covers, fog lamps, in immaculate condition; £595. [C1102]

K J MOTORS, Ltd., Bromley, Rav. 8456. [C6063]

1952 Austin Sheerline saloon, specimen condition; £2,495, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4964. [C6063]

1952 Austin Princess saloon, black with beige upholstery, radio; £625.—University Motors, Ltd., 80, Piccadilly, W.1, Grosvenor 4141. [C7043]

1950 Austin Sheerline, first reg. Nov. 29, 1949, 1954; £400.—Willows, The Gables, Collingham, Newark, Notts. Tel. Coll. 286. [C6704]

G & M ALFRED'S (1956) Ltd.—1954 Austin limousine chassis, fitted magnificent 3-rail sport van, cost over £1,000, small mileage, £655.—6-7, Warren St., W.1, Euston 3269. [C1005]

CASS'S MOTOR MART—1949 Austin Sheerline saloon, black, sun roof, genuine 25,000 miles; outstanding condition, one owner; £550; written agreement—5, Warren St., W.1, Eus. 4110. [C1040]

£300 saving.—We have a limited number of Austin Princess saloons and limousines available at prices which show the above saving on current list price; for further details please contact us immediately; see our display advertisement on page 46. [C1040]

WATTS Ltd., 150-4, Kensington High St., W.8, Western 9941. [C1069]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)
PARK GARAGE (MOLESEY), Ltd.

1950 Bentley standard steel saloon, black, 40,000 genuine mileage, radio, etc., immaculate condition: £1,875.—Park Garage (Molesley), Ltd., Hampton Court Way, Molesley, Surrey. Tel. Molesley 6199. [C3057]

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Tel. Derby 47471-4. [C3073]

GUY SALMON AUTOMOBILES offer:—

1948 (Sept.) Bentley Mark VI standard steel saloon, olive green beige leather, exceptionally well maintained example of this famous model: £1,525.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C3001]

SWANMORE GARAGE, Ltd., Bournemouth.

BENTLEY cars, 1952, 1951, 1939, 1937 and 1936 saloons, special bodies and drop heads, all in outstanding condition at fair prices; exchanges, guarantees, terms.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Bournemouth. Tel. Bournemouth 43544. [C3082]

K NIGHTSBRIDGE MOTORS, Ltd., offer:—

1936 Bentley 4½-litre drop head foursome coupe with fully disappearing hood by H. J. Mulliner.

1939 Bentley 4½-litre, overdrive, fitted with sports 2-door 4-seater sliding head saloon by H. J. Mulliner.

1947 Bentley Mark VI, fitted with razor-edged 2-door 4-seater sports lightweight saloon by H. J. Mulliner.

J. Roberts Mews, Loundes Place, Belgrave Sq., London, E.W.1. Sloane 4086. [C2036]

WORKING MOTORS (Mercedes Distributors).

1950 Bentley Mark VII Park Ward power-operated drop head coupe, one tilted owner since new, green and red nominal mileage: £2,250.—Maybury Hill Garage, Woking 4277-8. [C3057]

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1937 (September, 1936) Bentley 4½ saloon by Park Ward, black, brown leather, heater, screen washer, engine retore by Bentleys, whole car well maintained: £625.

1939 Bentley 4½ with overdrive, fitted with 2-door sports saloon by James Young, finished in dark blue, fitted with complete chassis: £925. Feil Rd., Croydon, Croydon 7494. [C1068]

WESSEX MOTORS, New St., Salisbury. Part of the Henry Organisation.

1950 (May) Bentley standard steel saloon, finished in duo grey with blue trim, engine overhaul just completed.

PROVE at Moulton at Salisbury 7275.—Wessex Motors, New St., Salisbury. [C4067]

JACK OLDING & Co. (MOTORS), Ltd., official Bentley/Rolls-Royce retailers, offer:—

1954 4½-litre standard saloon, automatic, grey: 12,700 miles.

1953 4½-litre standard saloon, black with beige hide, one owner.

1952 4½-litre H. J. Mulliner lightweight saloon, black with tan hide, one owner.

1952 4½-litre standard saloon, velvet green with grey hide: £2,650.

1952 4½-litre standard saloon, black with brown hide: £2,750.

AUDLEY HOUSE, North Audley St., W.1. Mayfair 3842. (Open to 7 p.m.) [C3030]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 61-2-3, offer:—

1950 Bentley standard steel saloon, finished metallic grey, immaculate condition throughout: £1,950, maximum h.p. terms available. [C1001]

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1952 Bentley Mk. VI sal., with bench type front seat incorporating a disappearing division, dark green, grey hide supplied and maintained by us since new: £2,750.

1952 Bentley Mk. VI Park Ward electrically operated drop head coupe, finished 2 shades green, one owner, 33,000 miles, superb condition: £2,450. SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Works & Stores—Barnside Yard, off Eglia Ave., W.9. Cunningham 5936. [C2010]

1955 S Type Bentley, October delivery, unused, licensed two-tone green: £5,600.—Tel. Keighley, Yorkshire, 2515. [C704]

1947 Bentley 4½ James Young razor edged saloon, black 22,000 miles, radio, Bentley history: £1,785.—Odeon Motors, Ltd., Bar. 1144. [C3028]

1937 Bentley sports saloon, finished royal blue, many extras, splendid condition throughout, excellent appearance and performance: £595. PANTLEIGH SERVICE GARAGE, Ltd., London Rd., Guildford, Surrey. Tel. Guildford 5326. [C3035]

1950 Bentley standard steel saloon, black, grey interior, radio, etc.: £1,825.—All Saints Garage, Bromsgrove, Worcs. Tel. Bromsgrove 2632. [C587]

£595 1½-litre Bentley 4½ sports saloon by Thrupp & Maberly, excellent bodywork, carefully used; choice two other 4½ saloons.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges; hire purchase:—421-423, High Rd., Finchley (East Finchley Underground), Finchley 6222. [C2052]

1938 Bentley 4½-litre saloon, Park Ward body, black grey interior, radio and heater, immaculate condition: £550.—47 Union St., West, Oldham, Lancs. [7009]

1950 Bentley Mk. VI saloon, 42,000 miles, one owner, excellent, indistinguishable from new throughout: £1,950; exchanges, etc.—Autowork Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

£675—4½ Thrupp & Maberly razor-edge 4-light saloon, 32 series, new tyres, excellent all respects, black, saloon—Managing Director, Yorkshire Grain Driers, Ltd., Dunnington, York. [C682]

1936 Bentley 4½ Mulliner sports saloon, just re-sprayed, two-tone, excellent condition, many extras, heater, etc.: £595.—Duchess, West St., Wimborne, Dorset. Tel. Wimborne 1020 (3 lines). [C183]

BENTLEY (3½, 4½-litre and New 4½-litre)
325 cars.—Bentley 1936 3½-litre VDP saloon, maroon, (tan leather, carefully used; choice of 3 Bentleys; terms, exchanges, hire purchase, 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1937 Bentley 4½ Park Ward Sportsman's saloon, finished black with blue leather interior, this is an exceptionally good example that has been maintained in excellent condition throughout; offered at the bargain figure of £575.

MARSH ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 3457. [C3000]

BENTLEY Mark VI standard steel saloon, Nov. 1949, colour black, upholstery blue, engine completely overhauled (this model, blue available); any inspection invited: £1,850; no dealers.—Safety Glass Replacement, Ltd., Spring St., Hartshill, Stoke-on-Trent. [C560]

COMPARE value.—£1,475, 1951 model (Nov. '50) Bentley standard steel saloon, fitted radio, heater, loose covers, tyres as new, colour black, blue hide, taxed, one owner; this car is unmatched; terms, exchanges.—Simms Motors, 11, Bennett Rd., Higher Crumpsall, Manchester 8. Tel. 1524 Cheetham Hill. [7032]

1951 Bentley 4½-litre standard steel saloon, moss green with beige upholstery, extras include radio, heater, wind screen washers, etc.—4 new Indian tyres and green Reimsco covers unused; total mileage 39,000 only: £2,075; terms arranged.—Maldenhead Autos, Ltd., Bath Rd., Taplow, Bucks, Maidenhead 444. [C4005]

1931 4½-litre Bentley open tourer by Corsica, with 3½ slab tank, completed six thousand (6,000) miles only since completely rebuilt by Messrs. Bentley in 1936; one thousand nine hundred and thirty-five when it was rebodied by Messrs. Corsica, in superb condition and one of the best Bentleys in existence today.

SIMMONS, 12, Rex Place, Park Lane, W.1. Grosvenor 2635, 1188. [C691]

1936 4½-litre Bentley saloon, coachwork by Park Ward, probably the last of the P.2 series, this car has had one owner only since new and has been chauffeur driven and works maintained; condition beyond reproach in every respect and generally the car is indistinguishable from new; offered at £2,625; part exchange undertaken.—Reynolds, 52, Castle St., Cambridge. [7030]

1937 4½-litre sportsman's saloon, coachwork by Park Ward, genuine mileage 72,000, paintwork black and silver, many extras including wheel discs, bumpers, radio and heater, P100 head lamps, spot lamp, the complete history of this car is available to the intending purchaser; any trial or examination; part exchange.—Queensway Garage, Ltd., Queensway, Rochdale, Lancs. Tel. Number Rochdale 4908. [C650]

£1500—1948 (late) Bentley 4½-litre Mk. VI standard steel saloon, coach finished black with grey leather upholstery, fitted H.M.V. radio, heater, many extras, taxed December, complete Bentley overhaul with full history, new condenser throughout and fully guaranteed.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. [C3018]

BENTLEY (PRE 1931)

1928 Bentley 4½-litre 4-seater tourer, finished in British racing green and brown interior trim, black hood, Speed Six back axle, this car is in immaculate condition throughout, and is in excellent mechanical order.

LOXBAMS GARAGES (LANCASTER), Ltd., Penny St., Lancaster. Tel. 2424. [C239]

Bentley Cars Wanted

C **M** **PURCHASE** Bentley cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Chester House, 150, Park Lane, W.1. Grosvenor 3434. [C058/R]

R **ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bentleys—Hampstead (Tube), N.W.8.** Ham. 6041. [W4018/R]

L **LATE** model Bentley Continental or attractive special body required.—Tel. Coventry 60349. [W4068]

1939 4½-litre Bentley with utility body urgently required.—Brixton Garage, Ltd., 1-3, Brixton Rd., S.W.9. Tel. 3228. [C701]

DUNCAN HAMILTON & Co. urgently require good Bentley cars.—45, High Rd., Byfleet, Surrey. Byfleet 5101 by day and night. [W1061]

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [C0540/R]

WE are interested in purchasing good post-war Bentley cars.—H. R. Owen, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 9060. [W3032]

WE will buy or part exchange your Bentley for a new one.—Latham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston, Tel. 4645. [C0836/R]

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [C062/R]

JACK OLDING & Co. (MOTORS), Ltd., purchase good used Bentley/Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open. [W5030]

H. F. EDWARDS are keen to buy good Bentley cars and will pay excellent cash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

TAYLOR & CRAWLEY will buy low-mileage, pre-war and Mark VI Bentleys at attractive cash prices.—424, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [W4036]

Bentley Spares and Service

CHARLES POLLETT, Ltd., officially appointed repairers.—SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE:—Barnside Yard, off Eglia Ave., W.9. Tel. Cunningham 5936-7-8. [C093/R]

Bentley Spares and Service

A **SERVICE** unequalled.

OFFICIAL repairs Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES, all models.—Tel. Flaxman 2253 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge), S1082/R.

JACK OLDING & Co. (MOTORS), Ltd., official Bentley/Rolls-Royce service, overhauls and renovations, 98-100, Holland Park Ave., Kensington, Park 3777. [C8300]

A **LL** spares and replacements for pre-war Rolls-Royce/Bentleys; full repair service at most favourable prices.—Compton, 69, Westow St., Crystal Palace, Tel. Livingstone 3362. [C0490/R]

Send Minorcar Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bond—Hampstead (Tube), N.W.8. Ham. 6041. [W4018/R]

PRIDE & CLARKE, Ltd., Bond Minorcar buyers, h.p. accounts settled; exchanges.—Stockwell Rd., S.W.9, Brixton 6251. [W5068/R]

Send Minorcar Spares and Service

RAYMOND WAY for Bond Minorcar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [C0837/R]

B.M.W.

1939 B.M.W. 328 saloon, first-class condition: £250. Yerrall, 3, Kingston Terrace, Leeds, 7. [C7750]

1938 B.M.W. 328, special engine, reconditioned: £495.—Anthony Crook, High St., Esher, Tel. 4590. [C1063]

B.M.W. Cars Wanted

WANTED, B.M.W. convertible, fitted with very light body, 328 model engine or later, top price for car in good condition; please state full details and price required.—Box 4471, Williams's Advertisement Offices, Bradford. [C768]

B.M.W. ISETTA

ISETTA 1955, 850 miles; £585; terms.—Rudds, adjacent Central Station, Worthing 7773-4. [C769]

BORGWARD

L. F. WARD, Ltd.

1955 Borgward Isabella, 2,000 miles only, virtually new.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., L. Thornton Heath, Tel. 3347. [C4043]

1955 Borgward Isabella saloon, blue with red leatherette trim and red hood lining, registered to end of year but unused, mileage under 200; £1,075.—Norrington's, Hythe, 67657, Kent. [C740]

1955 Isabella saloon, cherry red, one owner, under 5,000 miles supplied and serviced by us, virtually new, any examination: £685.—Brookside Motors (Croydon), Ltd., 132, Brigstock Rd., Thornton Heath, Surrey, Tho. 4258. [C441]

BRISTOL

L. F. WARD, Ltd.

1952 403 Bristol, 2 owners, 50,000 miles.

1954 403 Bristol, one owner, 14,000 miles, as new.

1949 Bristol 402 coupe.

1949 Bristol 400 saloon.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., L. Thornton Heath, Tel. 3347. [C4043]

HW MOTORS, Ltd., offer:—

1950 Bristol 401 sports saloon, excellent condition, latest modifications incorporated: £1,225.—Bridge Motor Works, Walton-on-Thames 2404-5-6. [C3043]

ANTHONY CROOK, see and try the latest Bristol 403, order now for early car delivery.

ANTHONY CROOK—Largest stock of used recon-ditioned Britols in the country, e.g., 1952 Bristol 401, leather grey, one owner, 20,000 miles; 1952 Bristol 401, Bristol red, remote gear control, low mileage; 1953 Bristol 403, 19,000 miles; small mileage Bristol 405, last price; choice of 2 Bristol 500A, 1949 and 1949 models.—Sales, High St., Esher, Tel. 4550. Service, Esher Rd., Esherham. Tel. Walton-on-Thames 687. [C1068]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [C614/R]

1949 (model) Bristol Type 400 saloon, black, radio, heater: £385.—Odeon Motors, Ltd., Bar. 1144. [C3028]

1952 Bristol Type 401 saloon, metallic grey, radio, low mileage: £1,575.—Welwyn Sales Depot, Ltd., Hatfield 2178. [C653]

1950 Bristol 401 d.h. coupe, outstanding value at £625.—Allen, Melrose Rd., Wallingford, Surrey, Wallingford 1146. [C676]

1948 (July) Bristol 400, radio, heater, black, beige leather: £765.—Johnson & Brown, 289-270, High St., Bromley, Ravensbourne 6041-2. [C2073]

1951 Bristol 401 saloon, black with beige upholstery, radio and heater: £1,325.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C7038]

1954 Bristol 403 saloon, leather grey, heater, radio, 15,000 miles only, spotless condition: £1,950; ditto, 20,000 miles: £1,650; terms.—Philip Foster, 106, High St., Uxbridge, Tel. 4262. [C674]

1953 (May) Bristol 403 saloon, red with beige leather upholstery, radio and other extras, guaranteed three months: £1,645.—Glover's Cars, Ltd., 4-6, High St., Worthing, Tel. 4943. [C764]

2000 miles (1955) 403 saloon, black—Eustace Watkins, Ltd., 12, Berkeley St., W.1. Mayfair 5951 or La Chelista Manor St., S.W.3. Flaxman 6121. [C4046]

USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

BRISTOL

1950 Bristol 401 saloon heater, radio, screen-washers, completely reupholstered, excellent condition throughout. £1,150.—**Bob Gerns Cars**, Asker Lane Leicester, Tel. 4511-3-4-5; after 5 p.m. Thursday 1293 [5609]

1951 Bristol 401, metallic green, deluxe upholstery fitted radio and heater. Michelin X tyres immaculate throughout. £1,150. Terms, exchanges, trade enquiries welcomed.—**Service Station**, Elm Park Court Pinner Tel. 4522 [5996]

1948-9 Bristol 400 saloon, finished in beautiful dark blue maroonette with leather interior, fitted full complement of extras, a most superb example with a terrific performance and a genuine 20-30mpg, we will be happy to demonstrate this car at £725.

MAIDSTONE ENGINEERING CO., Smethurst St., Maidstone, Kent. Tel. 5457 [5900]

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol, West Country distributors of the Bristol range invite your enquiry, demonstrations promptly arranged, confidential out-of-income facilities and part exchange, constantly changing range of used models available for your selection.—Tel: Bristol 25289 [0474/R]

Bristol Cars Wanted
J. R. BARTLEY will pay more for good Bristol—27, Farnbridge Villas, W.I. [W1013]

405 403 or modified 401 Bristol required immediately by genuine private purchaser.—Box 7756, [W1013]

ROWLAND SMITHS, the Car Buyers—Highest cash prices for Bristol—Hampstead (Tube) N.W.5 Ham. 6041 [W4018/R]

H. P. EDWARDS are keen to buy good Bristol cars and will pay excellent cash prices, no questions asked.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 6012. [W2005]

BABIL ROY, Ltd.—B.S.A. (B.S.A. model), spares comprehensive stock, wholesale (retail) 161, Ot. Portland St., W.1. Langham 7743. [0104/R]

BUGATTI
BUGATTI now being rebuilt in our works from £250.—J. Lemson Burton & Co. Ltd., London, W.6, Mal 1381 [W2070/R]

BUGATTI Spares and Service
J. LEMON BORTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Gladstone 7677. [0071/R]

BUICK
TAYLOR & CRAWLEY offer:—

NEW and unregistered Buick Riviera 4-door saloon, double dynamo, radio, very latest and most glamorous body styling. £2,295. [W2005]

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row) Mayfair, W.1. Gro. 5891. [04051/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd. American car specialists, full list see "American Cars" [W4015/R]

1947 r.h.d. saloon, immaculate, £635.—**Manfield Autos Ltd.**, 48 Finsbury St., London, W.1. Euston 2567 [5900]

£899—1948/50 series Buick saloon, right-hand drive, very fine car, in impeccable condition. [W2005]

L. ABBS OF WOOD GARAGE (Est. 1877), 100 guarantee, best cars, exchanges, part exchange—£1,495, High Rd., Finchley (East Finchley Underground), Finchley 6222. [02052]

1955 Buick 4-door saloon, radio, heater, whitewall tyres, very low mileage.—**Joe Thompson** (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4856 [04028]

1955 Buick series 32 saloon, Dynaflo transmission, radio, heater, power brakes, steering, etc. unregistered mileage 550.—**Alfreds Garage**, Ltd., Frinton, Essex. Tel. 41211 [6036]

1952 Buick Dynaflo saloon silver, with blue interior, fitted radio and heater, superb condition throughout. £1,190.—**Weybridge Automobiles Ltd.**, Queens Rd. Weybridge 233 [6304]

1954 Buick Special, Dynaflo, radio, heater, 16,000 miles, absolutely immaculate, £1,575.—**Jaynes & Cawley**, 100 Park Corner, Grosvenor Circus, W.1. Tel. Sloane 5213. [04051]

Buick Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd. the Buick buyers Wembley 8691/3903. [W4015/R]

H. P. EDWARDS are keen to buy good Buick cars and will pay excellent cash prices, no questions asked.—Details please to 20-34, Upper High St., Epsom, Surrey Epsom 9800. [W2001]

SOLE concessionaires, Lendrum & Hartman, Ltd. will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121 [0304/R]

Buick Spares and Service
Lendrum & Hartman, Ltd. Buick Works Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911 [0141/R]

CADILLAC
CADILLAC 1954 4-door saloon, very low mileage, power steering, power brakes, every extra, a real masterpiece of a motor car, £2,175. [W2005]

CADILLAC Fleetwood coupe de ville, in superb condition, all extras: £1,435.—**Alex Cowley** (Automobiles) Ltd., The American Car Specialists, 12, Warren St., London, W.1. Euston 2567 or 1143 [01111]

CADILLAC 4-door saloon, black chrome, Hydramatic beautiful condition throughout, trial and inspection welcomed, £1,575; exchanges, deferred, part exchange—£1,495, High Rd., Warren St., W.1. Euston 2567 [6067]

1949 (Dec.) Cadillac convertible coupe in magnificent condition throughout, radio, heater, electrically operated windows, hot and cold water, owner—**Harry Martin**, 23, Devonshire Place, London, W.1. Webster 4294 [03092]

1954 (December) Cadillac 4-door saloon, Fleetwood, dark blue, power steering, power brakes, hydramatic drive electrically operated windows and seat, heater, electronic radio, whitewall tyres, many extras.—**Joe Thompson** (Motors), Ltd., 91-95, Fulham Rd., South Kensington & W.3. Kensington 4856. [02028]

CADILLAC

1953 Cadillac model 62A, full 5-6-seater convertible cream, red hide black hood, fully power-operated, including steering, brakes, all windows, seat adjustments, door, etc. absolutely striking example, in next-to-new condition throughout, full details on request, £2,750, exchanges, deferred terms. **JOHN S. TRUSCOTT**, Ltd., 175 Westbourne Grove, W.11. Tel. 4274. [04035]

CADILLAC de luxe saloon, beige/stainless steel, Dec. 1953 registered July, 1954, 12,000 miles, immaculate condition two-stage Hydramatic drive, high compression engine giving 110bhp, 20mpg, power steering, automatic head light dipper, nylon loose covers, heater, demister, station seeking radio with twin speakers, united screen, and glass all round, fog and reversing lights, this much sought after automobile is guaranteed in perfect condition; will accept smaller car in part exchange: £2,600 o.n.o.—**Biggs Northwood** 114. [0033]

Cadillac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd. the Cadillac buyers, Wembley 8691/3903. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Cadillac—91-95, Fulham Rd., S.W.3. Kensington 4856. [W4028]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R]

Cadillac Spares and Service
CADILLAC concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R]

CHEVROLET
Chevrolet 4-door sedan, bargain. [W4015/R]

1948 **SCOTT CARS**, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 779-8676. [04016/2]

1949 **SCOTT CARS**, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 779-8676. [04016/1]

1952 **SCOTT CARS**, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 779-8676. [04016]

SIMPSON'S MOTORS (WEMBLEY), Ltd. American car specialists, full list see "American Cars" [W4015/R]

1955 **Chevrolet** Bel-Air V.8 4-dr. saloon, r.h.d., radio, heater, w.s. washers, 5,000 miles; £1,745. [W4015/R]

1951 **Chevrolet** r.h.d. 4-dr. saloon de luxe, Powerglide transmission, radio, heater, £345. [W4015/R]

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 13-14, St. Martin's Lane, London, W.C.2. (Ad. Leicester Square Station) Temple Bar 3588 [01027/R]

1950 **Chevrolet**, radio, heater, sun roof, loose engine, new engine recently fitted, outstanding condition. [W4015/R]

1953 **SCOTT CARS**, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 779-8676. [04016]

1946 **Chevrolet** 4-door saloon, 10,000 miles only, heater, grey, £1,150.—**Joe Thompson** (Motors), Ltd., 91-95, Fulham Rd., South Kensington & W.3. Kensington 4856 or 1143. [01111]

1954 **Chevrolet** 4-door saloon, April 1955 one owner, 9,000 miles, guaranteed, condition and appearance absolutely as new, colour beige over green, extras include radio, heater, washers, etc. open to any examination: £1,725.—**Clayton Cars** (London), Ltd., 17 Bruton Place, London, W.1. Tel. Mayfair 6376 [01050]

Chevrolet Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers, Wembley 8691/3903. [W4015/R]

1955 **Chevrolet** wanted by private advertiser, state mileage, model and lowest price accepted for a cash transaction.—Box 7610. [6399]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Ad. Leicester Sq. Tube Stn.) London, W.C.2. Temple Bar 3588. [W1027/R]

Chevrolet Spares and Service
CHEVROLET—Concessionaires for the United Kingdom hold good stock of spares, same day service.—**B. & C. Concessions**, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [01077/R]

CHEVROLET—Spares parts and service for cars and trucks, the Chevrolet distributors with large stocks and prompt service.—**Green Cars Motors**, Ltd., 501, Norwich Rd., Ipswich, Tel. Grandisburgh 930. [0601/R]

CHRYSLER
JACK BOND, Vintage Autos

£195—1939 Chrysler saloon, overdrive and radio, magnificent condition. [W4015/R]

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5963 and 6350. [04079]

ATOBRALES (LONDON), Ltd., offer:—

1945 Chrysler Windsor saloon, r.h.d., fluid drive transmission, radio and heater, finished in black, brown hide interior, whole car equal to new: £525.—59-65, Belton Rd., N.W.6. Mal. 5555/2155. [6306]

Chrysler Cars Wanted
ATOBRALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belton Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd. the Chrysler buyers, Wembley 8691/3903. [W4015/R]

Chrysler Spares and Service
ATOBRALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models, a chance reconditioned units in stock.—59-65, Belton Rd. N.W.6. Mal. 5555-2155. [0405/R]

CITROEN

HPG
1949 Light 15 sun saloon, one owner, just reconditioned, excellent, excellent condition, £190, bill available, a specimen car: £455 or fair offer, terms, exchanges. [C1066]

HIGHAMS PARK GARAGE, Ltd., Beverley Rd., Highams Park, London, E.4. Larkwood 7206, Sunday 2051. [C1066]

L. EX GARAGE, Ltd.
DISTRIBUTORS for Citroen cars, Ace Corner, North Circular Rd., London, N.W.10. [C1066]

RETAILERS and buyers of the finest used Citroen cars in England.—For details and demonstrations, Elg 5585 or 7680. [0958]

COMPTON & FULLER, Ltd. offer:—

1953 Citroen Light 15, pearl grey, meticulously kept, £255.—**Ocean Parade**, Elmers End, Beckenham Bec 3570. [C1110]

JOHN S. TRUSCOTT, Ltd., for Citroen.

ONLY the best examples are offered, details of current stock on demand; exchanges, deferred terms. [C1066]

JOHN S. TRUSCOTT, Ltd., for the new DS19, earliest deliveries.—173, Westbourne Grove, W.11. Bayswater 4274. [04035]

SIMPSON'S MOTORS (WEMBLEY), Ltd. English Citroen 12: £165.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [04015]

1950 (Nov.) Citroen Big 6, in excellent condition throughout; £225. [C1066]

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [04016]

1951 Citroen Light 15, black, beige leather, immaculate throughout; £455. [C1066]

DOUGLAS CAR SALES, 21, High St., Waltham Cross, Tel. Waltham Cross 4923/4124. [C1075]

1949 Citroen Light 15, black, excellent condition; £235.—**Tel. Roberts**, Oxford, Kent. 136 evenings. [6648]

CITROEN 12 1939 factory reconditioned gear box and clutch, new tyres, heater.—**Brooklyn, Fields** Rd., Haslington, Crewe, Tel. 4556. [6743]

1949 Citroen Light 15, dark grey, loose covers, Underseal, heater, bursals £250.—**Bodger**, 11, Elliot Place, Blackheath, S.E.3. Lee Green 4930. [6947]

BIG a Citroen saloon, 1950, new tyres loose covers, condition throughout exceptional, trial and inspection welcomed; £450; exchanges, deferred.—**B. Ringle**, 46, Warren St., W.1. Euston 3375. [6668]

1939 Citroen Light 15 saloon, black red leather, heater, excellent condition maintained by enthusiast regardless of cost; £275.—**Rees**, 154 Whitby Rd., Ruslip, Middx., week ends. [6366]

£295—1949 Citroen Light 15 saloon, black covers, very carefully used and superb condition.—**Broadway Motors**, 67, High St. and Hanworth Rd., Hounslow, Middx. Hou. 0175. [6819]

C or **NORMAN & Co.**, Citroen sole distributors for the County of London; services, spares, and replacement units; fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [01958/R]

1947 Citroen Light 15, black, sunshine roof, recently sprayed, a overhaul at factory this year engine overhaul just completed, Blumens wheel, oil and pump gauge fitted, spot and stone guard, B.P. part exchanges.—**Ac** of spades, Kingston by-pass, Surbiton, Elmbridge 6402. [C2050]

Citroen Cars Wanted
ROWLAND SMITHS, the Car Buyers—Highest cash prices for Citroens.—Hampstead (Tube) N.W.3. Eton 6041 [W4018/R]

C.N.K. MOTORS are very good buyers of Light 15s.—353 Finchley Rd., N.W.3. Hampstead 5712. [W4018/R]

CITROEN L/15 wanted, 1953-54, immaculate, from private owner.—**Johnson**, 12, Low Tenter St., Bishop Auckland, Co. Durham. Tel. 6536 [6536]

Citroen Spares and Service
SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs overhauls and spares.—**Tel. Croydon** 5151-2. [0187/R]

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4 Showrooms, 943-4, Bromley Rd. S.W.3. Eton 9464. [W4018/R]

SPARES and Service: 193/143, High Rd., Chislehurst S.W.4 (Chis. 6159), and 47, Mottrone Place, Balke St. S.W.1. (Sloane 5490). [01077/R]

BOWES ROAD GARAGE & ENGINEERING CO., Ltd., Bowes Rd., N.11 (Bus 2294), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48 hrs. all spares stocked. [0555/R]

CONNAUGHT
1952 Connaught 1,767cc 2-seater, r.i.e., exceptional condition, over 100mpg: £645.—**Johnson & Brown**, 288-270 High St., Bromley, Ravenshoe 5843-9. [C2097]

DAIMLER
CAR MART, Ltd.

1952 Daimler 2½-litre Convert saloon, radio, heater, black with brown upholstery; £245. [C1066]

CAR MART, Ltd., 237, Euston Rd., London, N.W.1. Euston 2567 or 1212. [W4018/R]

SLOCUMES, Ltd.

1952 Daimler Convert, black, low mileage, fine order; £225, unique guarantee; terms, part exchange cars or motor cycles.—59-65, Belton Rd., Lane, N.W.6. Willesden 4693. [04017]

DENHAM'S for Daimler

ALWAYS a selection of good used cars available. A see our advertisement under "Daimler New Cars". **DENHAM'S GARAGE (EHER)**, Ltd. Tel. 2281, Fisher Surrey [C110]

1951 Daimler Convert, heater, radio, in superb condition throughout; £265. [C1066]

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 779-8676. [04016]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

B. J. HUNTER, Ltd. offer:—

1951 Daimler Consort saloon, chauffeur driven.

1951 wonderful condition: £700.

B. J. HUNTER, Ltd. 22, Crickwood Broadway,

N.W.2. Tel. Gladstone 5503. [C2040]

JACK BOND, of Vintage Autos,

£465.—Daimler 2½ 1943 sports saloon, low mileage,

radio, magnificent.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bays-

water 5929 and 8530. [C4079]

BROOKLANDS, Daimler retailers.

NEW Daimler Century saloon, pre-tax increase.

1954 Daimler Century saloon, 11,300 m.m.s.

1951 Daimler Barker special sports coupe.

CARS purchased for cash; guarantee.

103 New Bond St., London, W.1. Mayfair 8351.

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 3½-litre Regency saloon (May, 1955),

silver and maroon, red leather: £1,975.

DAIMLER 2½-litre Century saloon (July, 1954), light

green, leather, 5,000 miles: £1,350.

DAIMLER 2½-litre special sports coupe (May, 1952),

grey, grey leather: £1,425.

DAIMLER 2½-litre Conquest saloon (Sept., 1953),

blue, blue leather: £1,050.

DAIMLER 2½-litre Consort saloon (Sept., 1951), dark

green, red leather: £750.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.)

[C4002]

GUY SALMON AUTOMOBILES offer:—

1955 Daimler 3½-litre Hooper Empress saloon, this

supreme example of the coachbuilders' craft

which has only covered 2,500 miles is fitted with an

electronic operating system, a magnificent

radio installation and, of course, heating and deman-

istry. It is fitted with the very latest 140hp engine,

truly a car for the connoisseur with a saving of

approximately £900 under current list price.

1955 Daimler Century special sports 2-seater,

ivory red leather, 7,000 miles only from new.

one owner, a most attractive and unusual sports car

with a substantial saving under list price offered;

£1,495.—Farnham Rd., Thames Ditton, Esherbury

5551-2-5. [C4001]

SWANMORE GARAGE, Ltd., Bournemouth.

£595.—Daimler 1950 drop head coupe, in very nice

condition.

£695.—Daimler 1951 Consort saloon.

£1145.—Daimler 1952 special drop head, very

attractive.

£1075.—Daimler 1954 Conquest saloon, one owner,

exchanges, guarantee, terms.

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch

Avenue, Bournemouth (Southbourne

45541). [C4024]

HENDON CENTRAL GARAGE, Ltd., offer:—

1937 Daimler 15 sports saloon; this car is in

immaculate condition throughout and must

be seen to be appreciated, unmarked and in new

condition. £275.—Watford Way, Hendon Central, N.W.3.

Tel. Hendon 8784-5. [C2054]

CHARLES POLLETT, Ltd., officially Daimler Agents,

offer:—

1954 Conquest saloon, dark blue, blue hide, radio,

heater, one owner, supplied and maintained by

us: £1,045; 3 mths. guarantee; H.P. facilities.

SHOWROOMS—18, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works and Stores, Barnsdale Yard, off

Eglington Ave., W.9. Cunningham 5936. [C2010]

A & S Limousines, Providence Court, North Audley

Street, London, W.1. [C2010]

LIMOUSINE, 1938 EL24hp, seven passenger, partition

and wide face forward seats, cloth in rear, £425.

LPE & SADDONS (Limousines Purchased) Provi-

dence Court, North Audley Street, Mayfair 2941.

1939 (March) Daimler EL24 7-passenger limousine,

race-forward conversion: £145.

GEORGE NEWMAN & Co., 369, Euston Rd., London,

N.W.1. Bus. 4466. [C3043]

£635.—1950-1 Daimler Conquest 2½-litre de luxe

saloon, only two owners, specimen condition.

LAMB OF WOOD GREEN (Est. 1897): 100 guaran-

teed cars; exchanges; hire purchase; 421-423, High

Rd., Finchley. (East Finchley Underground.) Fin-

chley 6222. [C2052]

DAIMLER 2½-litre sun saloon, black/red, radio,

heater, main extras, taxed: £475; excellent value.

WELHAM, Rurston Hill Rd., Rurston, Elmbridge

1873. [C4070]

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

Welwyn 481-2-3, offer:—

1948 Daimler 2½-litre saloon, finished black, ex-

cellent condition throughout: £425, maximum

h.p. terms available.

1948 Daimler 2½-litre saloon, finished black, ex-

cellent condition throughout: £375, maximum

h.p. terms available. [C1001]

1954 Daimler Conquest saloon, one owner, 9,000

miles, black condition, £1,065.

RIPCO, Ltd. (Daimlers Purchased), 16, Albemarle

St., Mayfair, London, W.1. Hyde Park 2952-3-4.

[C3052]

1955 cars.—Spink, Ltd., Daimler Distributors,

Bournemouth, Ltd. 5405, Spares and service.

DAIMLER 2½-litre 1947, fitted radio, heater, taxed,

owner maintained in splendid condition: 335ms.—

Wes. 0628 [C695]

1955 Daimler Century saloon, 3,000 miles only

grey and maroon, immaculate car, 4 months

guarantee.

GREEN & ZONIS, Ltd., 246-252, Deansgate, Man-

chester. 3 Tel. Deansgate 5326-8. [C2052]

1955 Daimler Conquest saloon black, radio, 8,000

miles: £1,325.—Vandervell, 215, Haverstock

Hill, N.W.3. Primrose 4441. [C4067]

DAIMLER—Always a good selection available at

Oxley & Jeffs, Ltd., Daimler Specialists,

Bristol 2701. [C2678]

DAIMLER

1950 Daimler Consort saloon, black green, excellent

condition.—Junham & Haines, 46, Castle St.,

Luton, 2100-1. [C1079]

£665.—Daimler Consort saloon, 1952, a genuine

one owner car, in almost entire original

condition in every respect, fitted heater, outstanding

value. [C1079]

CAMDEN MOTORS, Leighton Buzzard 2041: write for

catalogue, showrooms open until 8 p.m. [C1055]

1950 Daimler 2½-litre drop head coupe, special

sports Barker, original price: £2,500, our

price: £950.—Anthony Crook, High St., Basingstoke

4580. [C1061]

DAIMLER 2½-litre special sports coupe by Barker,

black and white, one owner, radio, heater, etc.,

May, 1952, £1,675.—Woodes Garages, Ltd., High St.,

Weybridge 2268-9. [C698]

1949 Daimler 2½-litre de luxe saloon, radio, one

private owner, superb condition, guaranteed,

£485, exchanges, terms.—Palmer's 3, Russell Garden

Mews, Kensington, W.14. Park 9704 and 5968.

[C3054]

1947 (June) Daimler 2½-litre saloon, blue, blue,

a most attractive car; £395; part exchanges,

deferred terms.—Millard Service, Ltd., 55, South

Edwards Square, Kensington, London, W.8. Western

2269. [C3094]

525ms.—Daimler 1949 2½-litre de luxe saloon,

sliding hood, leather, projector radio, heater,

very carefully used, terms, exchanges, list. Open 9-7

week-days and Saturdays.—Rowland Smith, Hampstead

(Hampstead Tube), Hampstead 6041. [C4016]

CARS value—£355 (June) Daimler 2½-

litre saloon, colour black, one owner, fitted heater,

taxed, beautiful car; terms.—Summa Motors, 11, Bedford

Rd., Hilders Crumppall, Manchester 8. Tel. 7034

Cneetham H.L. [C3054]

Daimler Cars Wanted

R

ROWLAND SMITH'S, the car buyers.—Highest cash

prices for Daimler.—Hampstead (Tube), N.W.5.

Ham. 6041. [W4018/R]

A & S require EL24 or 26hp. Limousines, good

prices for genuine vehicles. [W1006]

ALPE & SAUNDERS, Providence Court, North Audley

Street, Mayfair 2941. [W1006]

ALMOST any Daimler required immediately—54

Stretton Hill, S.W.2. Juse Hill 2676. [W3016]

WANTED, nearly new Daimler saloon; details and

price; distance no object.—Green & Zonis, Ltd.,

246-252, Deansgate, Manchester. 3. Tel. Deansgate

3255-6. [W2026]

Daimler Spares and Service

KINGSTON-ON-THAMES.—Daimler specialists for

sale and service.

8, WILKIN, Ltd., 1, Weston Park, and 84, Eden

St., Kingston, London, S.W.2. [84093]

DAIMLER and Lanchester specialists.—Dehnam

Motors, 17, Atherton Mews, S.W.7. Western 4541.

[0158-R]

AROOT ENGINEERING, Ltd.—Complete overhauls

and engineering services, Daimler cars; precision

work box exchanges and 48-hour repairs.—169, Fulham

Rd., C. Essex, S.W.3. Ken. 7501/7521. [0236-R]

DAIMLER and Lanchester repairs, spares, gear boxes

a speciality, reasonable charges.—A. A. Titmus

& Co. (formerly fit Daimler Co.), 61, Clapham Rd.,

S.W.9. Reliance 1647. [0666-R]

DELAGE

1939 Delage D675 Sportman 4-door saloon by

Coachcraft, very good condition; a bargain at

£270.—Walton Cross, 466 or 3459. [7047]

DELLOW

DELLOW MK V prototype on inlet, supercharged

1.172cc engine, four-speed gear box, 4.3 rear axle,

hydraulic brakes. Offers.

DELLOW MOTORS, Ltd., Alvechurch, Near Birming-

ham. Tel. Hillside 1679. [6129]

D.K.W.

1938 D.K.W. fixed head special saloon, overhauled

engine, crank, pistons and gear box, in nice

condition. £115.

FOR D.K.W. cars, spares, exchanges and genuine

first-class services, new German crankshafts,

standard model, £21.10, circular model, £26.10; new

sears from stock.—B. M. Garages, Ltd., 42, Rye

Michaela St., W.2. Pad. 6977. [0016-R]

1955 (August) D.K.W. 3-6 Sonderklasse, £875;

4,500 miles only, perfect condition in all

respects and superb performance, black and silver with

red upholstery; reason for sale, owner intends to buy

larger model.—Write Chivers, Homefield, Histon, Cam-

bridge. [6997]

D.K.W. Spares and Service

WANTED, 1955 D.K.W. Sonderklasse 3-6 saloon;

cash or exchange. Viewers advertised under Vauk-

hall Wyvern—Parke, Fynn-Viv, Tuddenden, Ipswich.

[6950]

D.K.W. Spares and Service

literature from distributors for Devon,

Cornwall, Dorset, Somerset.—Seymour Hill

Garages, Newton Abbot 545. [4376]

DODGE

AUTOMOBILES (LONDON), Ltd., offer:—

1947 Dodge saloon, right-hand drive, finished in

black, in exceptional condition: £545.—

59-65, Belrose Rd., N.W.6. Mal. 5555/2155. [6890]

1954 Dodge Kingsway saloon, wing mirrors: £1,600.

—University Motors, Ltd., 80, Piccadilly, W.1.

Grosvenor 4141. [7037]

1955 Dodge Coronet 2-door sedan, overdrive,

heater, loose covers, attractive dual colour,

3,000 miles only, in unblemished condition; cost origi-

nally £2,250; great bargain at £1,595.—Sidney Marcus,

Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721.

[C3006]

Dodge Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Dodge

buyers. Wembley 2691/3903. [W4015/R]

DYNA-PANHARD

1953 fantastic econ. and perf. bargain, £465.—

Holland Park Automobiles, Park 2697.

[C2085]

FIAT

1950 (November) FIAT saloon, fitted radio: £495.

—Manfield Motors, Ltd., 48, Fitzroy

London, W.1. Euston 2587. [C3001]

FIAT

H. C. PAUL, Ltd.

1955 Fiat 1100 saloon, grey, new condition: £715;

£655 Fiat 600 saloon, grey, mileage 3,000

£655.—32 Bruton Place, Berkeley Sq., W.1. Mayfair

0621-2. [C3040]

S & S MOTORS.—1939 500cc Cabriolet, exceptional

condition, £455.

S & S MOTORS.—1939 500cc Cabriolet, reconditioned

engine, sprayed black and cream, new carpet,

£375.

S & S MOTORS.—1939 500cc 4-seater, silver, brown

leather, reconditioned engine: £245.

S & S MOTORS.—500cc registered 1953 Cabriolet,

blue, loose covers: £335.

S & S MOTORS.—Finest selection of Fiat 500s.—

16, Leinster Terr., W.2. Pad. 6174. [C4090]

1939 Fiat 500, overhauled, excellent: £175.—49,

Avenue St. Margaret, Middlesex. Pape-

grove 6465. [16625]

1952 Fiat 1400, r.h.d., a rare and desirable car,

bought at price, £495.—Corner Garage, Gorton

St., Blackpool. Tel. 26435. [C2093]

1938 Fiat 500 saloon, blue with red interior: £165.

—Waters Motors, Ltd., 356, High St., Ponders

End, Aylesford, Kent, towards 1946 or 1951. [6694]

1955 1100, 7,000 miles, dual colour, radio, heater,

as new, £455.—Tolworth Motors, Ltd., King-

ston By-Pass, Tolworth, Elmbridge 2254. [C4

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ANGLIA

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer—

1947 Ford Anglia, 2555, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1956 Anglia de luxe, grey, delivery mileage, offers? -Box 7752. (7049)

£500 o.n.o.—Anglia 1954, black/red, one owner, first-class condition, extras.—Box 7750, 18971

1953 Anglia, fawn/leather upholstery, taxed as new; £365.—Terns, Worthing, Sx. 1859.

1955 Anglia, as new, black, red upholstery, heater, 2500 or nearest.—11, St. Ann's Villas, W.11. (6897)

1955-56 model Ford Anglia de luxe; 6839; Montrose Motors, Epping New Rd., Buckhurst 1171. (C4086)

£245—Ford Anglia 1946 saloon, black, guaranteed. Bowers Rd. Garage, Bowers Rd. (North Circular Rd.). N.11. Bowers Park 2264. (C4076)

1955 (July) Anglia, as new, blue, blue upholstery, export model, 6,000 miles, £350.—Pottinger, 84a, Regatta Park Rd., N.W.1. Primrose 7053. (6996)

1954 Ford Anglia, immaculate condition; £255.—A. Owen (Hendon), Ltd. The Hyde, Hendon, N.W.9. Tel. Colindale 3125. (C4096)

1954 Anglia, Edinburgh green, excellent condition, £255.—Major Swift, Staff College, Cammerley, Surrey. (6935)

1955 Ford Anglia, grey, heater, Windings horns, as new; £275.—Fritchard's Garage, Beam St., Nantwich. Tel. 5654. (N6128)

BUTONS—1955 Anglia, black, works mileage, wire-less, taxed, list price; terms, exchanges.—363, Fulham Rd., S.W.10. (C1076)

1954 Anglia, September, fawn, 5,000 miles, heater, immaculate; £335.—Carroll, The Grange, Ravensden, Bedford. (6652)

1953 Ford Anglia, in very nice condition, direct from original owner; £355; written guarantee; terms, exchanges; trade enquiries welcomed.

HARDOLD SIMMONS, Ltd. 397/501, High Rd., East Finchley, N.W.2. Finchley 0052-5-4, anytime. (C4065)

525 gns.—Ford New Anglia May 1955 saloon, light roof rack, one careful owner, spare unused; terms, exchanges.—Rowland Smith, below.

275 gns.—Ford Anglia 1949 saloon, good tyres, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

MAYFAIR GARAGES, Ltd. July 1951 Anglia saloon, beige, one owner, outstanding condition throughout; £295.—Below.

MAYFAIR GARAGES, Ltd. Sept. 1954 Anglia saloon, light blue, heater, demister, one owner, almost unscratched condition; £495.—Balderton, St. W.1. Mayfair 5104-5. (C4009)

1953 (April) Anglia 350 saloon, reconditioned engine, brakes, etc., exceptional fine condition; £325.—Robbins, East Putney, Tel. 7581. (6657)

1954 Ford Anglia, grey/red upholstery, 8,000 miles, one owner, as new; £255.—Frank Watson (Croydon), Ltd., Thornton Rd., Thornton Heath 4221. (6657)

1955 (July) export Anglia, grey, red upholstery, heater, Bedford car covers, chrome bumpers, 3,500 miles only; spotless; £350.—Pugh, 71a, Newham, Greenwich. (6741)

1948 (November) Ford Anglia, beige, 2-door, reconditioned engine; £265, private owner, in-stallments.—Squires, 34, High St., Stainesbury, Tel. 2553. (6723)

PRIDE & CLARKE, Ltd.—1955 Ford Anglia saloon, 2,000 miles, £549; 1954, 14,000 miles, £499; 1953, from £349; 1952, £397; 1947, £229.—Stockwell Rd., S.W.9. Brixton 6251. (C4068)

H. F. EDWARDS offer 1949 (July) Ford Anglia saloon, black with red leather, heater, beautifully maintained; written guarantee; £295.—Roe Auto-mobles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station), Euston 2700 and 6894. (C4058)

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Ford Anglia.—Hampstead (Tube), N.W.8. Ham. 6041. (W4016/R)

FORD (S.H.P.)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales, offer—

1939 Ford 2, 4185; 1947 Ford 8 utility, £185.—355, High Rd., Wembley 4422. (C4015)

1939 Ford 8 de luxe, very sound throughout, engine 8,000; £185.—Col. 7842. (6738)

1935 model Ford 8, brakes, relined and engine rebored this week and thoroughly overhauled, in very good roadworthy condition; 675 or near offer.—Box 7654. (6588)

165 gns.—Ford 8 1939 de luxe saloon, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Ford Eight Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.8. Ham. 6041. (W4016/R)

FORD POPULAR

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C4018)

1953 (November) Popular, blue with blue upholstery, heater, good tyres, indicators, parcel shelf, excellent condition; £365.

1954 (October) Popular, Winchester blue, blue upholstery, parcel shelf, indicators, 8,500 miles; £395.

1953 (November) Popular saloon, black with red upholstery, indicators, mileage 10,000, one owner, excellent condition; £365.

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C4018)

AT at Browns.

1954 Ford Popular, black, fitted indicators, parcel shelf, £365.

W. J. BROWN, Ltd. Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2294. (C1025)

DAGENHAM MOTORS, Ltd. Ford main dealers.

1955 Ford Popular, green, beige, 6,000 miles; £395.

1954 Ford Popular, fawn, red, extras, 15,000 miles; £375.

56 Park Lane, W.1. Hyde Park 4866; 574, Ealing Rd., Alport, Middx., Perivale 3598; and 6, 8, and 12, Sangley Rd., Catford, S.E.6. Hither Green 4221. (C1066)

£350—Popular fawn, one owner, private, excellent—56, Pine Ave., Gravesend 5443. (7048)

1954 Ford Popular, black, red, indicators, etc., taxed year, spotless; £365.

A. LITWOOD GARAGE, Alford Rd., Maidenhead, Tel. Littlewick Green 701, evenings and week-ends, Littlewick Green 3078. (C1107)

1953 (Nov.) Ford Popular saloon, Dorchester grey, red interior, clean car; £325.

PERLLESS MOTORS, Ltd. Bath St., Slough 22394. (6710)

1953 Ford Popular saloon, black, as new; £395.—Salmon Garages, Ltd., Temple Bar 3358. (C4029)

1954 (December) Ford Popular, grey/red, 4,000 miles only, as new; £385.—Dobson's, Littlewick Green 301. (C1074)

1954 (November) Ford Popular, 7,000 miles, spotless, black/red upholstery, taxed; £400.—Faygate 339. (6615)

1954 Ford Popular saloon, black, heater, many extras; £365.—Hale Motors, Ltd. Tot. 7771 (4 lines). (C2077)

1954 Ford Popular saloon, magnificent, guaranteed; £315; payments.—Vaughan, 17, Adwood Mews, S.W.7. Fro. 1319. (C4076)

FORD POPULAR

W. J. BROWN, Ltd. Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2294. (C1025)

DAGENHAM MOTORS, Ltd. Ford main dealers.

1955 Ford Popular, green, beige, 6,000 miles; £395.

1954 Ford Popular, fawn, red, extras, 15,000 miles; £375.

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1954 Ford Popular saloon, magnificent, guaranteed; £315; payments.—Vaughan, 17, Adwood Mews, S.W.7. Fro. 1319. (C4076)

1954 Ford Popular, grey, fitted heater, good condition; £350.—Dixon's Garage, 124, West Hill, Putney, S.W.15. Putney 0396. (C1073)

1955 Ford Popular, works mileage; £428.—A. Owen (Hendon), Ltd. The Hyde, Hendon, N.W.9. Tel. Colindale 3125. (C4096)

PRIDE & CLARKE, Ltd.—1955 Ford Popular saloon, low mileage, extras; £369; 1954, low mileage, £359.—Stockwell Rd., S.W.9. Brixton 6251. (C4068)

1953 (Nov.) Popular, perfect condition, fawn, extra; £345.—Willmet, Hawthorn Cottage, Heathfield Rd., Sanda, High Wycombe 1077. (6736)

1953 (Nov.) Popular, blue, 8,000 miles, seat covers, heater, etc.; £365; also 1953 (Dec.), fawn, 10,000 miles, one owner, extras fitted, £340.—R. Euston 6994. (6820)

1954 Ford Popular, black, 17,000 miles, perfect condition and offered for sale with guarantee as to mileage and condition; £355.—Roy Galloway, Ltd., 21 Farm St., W.1. Gro. 4747. (6651)

1955 Ford Popular saloon, 5,000 miles, extras; £415.—British & Colonial Motors, Ltd., 15-14, Upper St., Martin's Lane, London, W.C.2. (Ad. Leicester Square Tube Station) Temp's Bar 3598. (C1027)

345 gns.—Ford Popular 1954 saloon, parcel shelf, one owner, excellent condition; choice of 3 Popular; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Ford Popular Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Ford Popular.—Hampstead (Tube), N.W.8. Ham. 6041. (W4016/R)

FORD PREFECT

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C4018)

1955 Prefect de luxe saloon, black with red upholstery, heater, twin wing mirrors, mileage 300 only; as new, one owner, immaculate condition; £465.

1954 (November) Prefect saloon, Canterbury green with beige leather upholstery, heater, mileage 9,500, one owner, excellent condition; £615.

1954 new Prefect saloon, Dorchester grey, with blue leather upholstery, heater, twin wing mirrors, mileage 9,000, one owner, excellent condition; £610.

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C4018)

AT at Browns.

1955 Ford Prefect saloon, black, heater, leather interior; £595.

1953 Ford Prefect, green, one owner; £395.

W. J. BROWN, Ltd. Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2294. (C1025)

SLOCUMBS, Ltd.

1949 (November) Prefect, black, fine order and appearance; £345.

1953 Prefect, black, very well maintained example, extremely clean interior; £430; unique guarantee terms; part exchanges cars or motor cycles.—38/38, Dudden Mill Lane, N.W.10. Willesden 6964. (C4017)

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

W. HAROLD PERRY, Ltd. High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (0099/R)

WARWICK WRIGHT, Ltd. offer—

1953 Ford Prefect saloon, black, with red upholstery, 21,000 miles; £465.

WARWICK WRIGHT, Ltd. 150, New Bond St., W.1. Mayfair 9781. (C4045)

BRADSTOCK MOTORS, Ltd. offer—

1955 Ford Prefect fitted Honda overdrive, twin wing mirrors, etc., perfect condition; £519.—Chase Rd., Epsom 5956-7. (C1060)

FORD PREFECT

1955 (Nov.) Ford Prefect, works mileage.

SCOTT CARR, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 779/8676. (C4016)

COOMBS & SONS (GUILDFORD), Ltd. offer—

1955 Ford Prefect, export model, saloon, beige, 7,000 miles only; £615.

COOMBS & SONS (GUILDFORD), Ltd. St. Catherine's, Portsmouth Rd., Guildford, Surrey, Guildford 62907-8-0. (C1057)

DAGENHAM MOTORS, Ltd. Ford main dealers.

1955 Ford Prefect, green, hide, heater, 4,000 miles; £625.

1955 Ford Prefect, black, red, 6,800 miles; £595.

56 Park Lane, W.1. Hyde Park 4866; 574, Ealing Rd., Alport, Middx., Perivale 3598; and 6, 8, and 12, Sangley Rd., Catford, S.E.6. Hither Green 4221. (C1066)

1950 model Ford Prefect, one owner; £355.—Putney 2770. (C3069)

1953 Ford Prefect saloon, one owner, black leather upholstery; £385.

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C2008)

PREFECT, 1955, 3,000 genuine mileage, radio, heater, extras; £645.—Tel. Speedwell 1564. (6701)

FORD Prefect, green, beige leather, heater, factory mileage; £625.—Felltham 2141. (6626)

PREFECT, latest de luxe, radio, heater, unused, licensed; best over £699.—Box 7721. (6835)

1955 (June) Ford Prefect, green, export model, 10,000 miles, as new; £589.—Weybridge 1644. (6644)

1952 (November) Ford Prefect, black saloon, immaculate, 19,000 miles; £395.—Buc. 6962. (6842)

1955 Prefect, black, heater, chrome grille, 5,000 miles, £585.—8, Green Ave., N.W.7. Mill 4628. (6849)

£300—1950 Ford Prefect saloon, leather, taxed, excellent condition, terms.—Autoship, Balham High Rd., Balham 1509. (C1009)

1955 Ford Prefect saloon, 150 miles; £545.—Montrose Motors, Epping New Rd., Buckhurst 1171. (C3093)

1955 Prefect, Dorchester grey, 4,800, miles, heater, 2570.—2, Shrewsbury Drive, Upton, Birkenhead, Arrowbrook 6324. (6857)

1954 Ford Prefect saloon, blue, leather, heater, 15,000 miles; £595.—Hale Motors, Ltd. Tot. 7771 (4 lines). (C2077)

1954 (Oct.) Ford Prefect saloon, black, leather, 5,000 miles only; £605.—Hale Motors, Ltd. Tot. 7771 (4 lines). (C2077)

1954 (December) Prefect, blue with blue leather upholstery, heater, mileage 4,000, as new; £545.—Palmer 4976. (6523)

1956 model Prefect de luxe, reg. Oct. 28th, Dorchester grey, red leather, heater, twin wing mirrors, 730 miles; £655.—Winchester, Tel. 2448. (6803)

1955 (Nov.) Ford Prefect de luxe, Dorchester grey, unused; £595; owner has bought Zephyr.—Box 7652. (6564)

1952 Ford Prefect, black, one owner, 15,000 miles; £535.—Vanderhells, 215, Haverstock, N.W.3. Primrose 4441. (C4067)

1956 Ford Prefect saloon, delivery mileage, exchanges, etc.—Autoserv, Ltd., Southgate St., Winchester, Tel. 4985. (C1010)

1953 Ford Prefect saloon, colour green; £365.—John Whalley, London Rd., Bishop's Cleeve, Tel. 181 & 182. (C4051)

1955 (Oct.) Prefect, ivory/green upholstery, heater, underbody, just run in; £660 o.n.o.—Cambridge, Surrey, 340. (6740)

1953 Ford Prefect de luxe saloon, black/red and beige leather, 22,000 miles, one owner, taxed, in immaculate condition; £425.

A. LITWOOD GARAGE, Alford Rd., Maidenhead, Tel. Littlewick Green 701, evenings and week-ends, Littlewick Green 3078. (C1107)

1955 Ford Prefect, low mileage, heater, radio, as new; £645.—A. Owen (Hendon), Ltd. The Hyde, Hendon, N.W.9. Tel. Colindale 3125. (C3996)

1955 Ford Prefect, heater, leather, wing mirrors, 4,000 miles; £565.—Cavendish Motors, Cavendish Rd., N.W.5. Wil. 0046. (6805)

1955 Prefect, just run-in, heater; £595, terms, exchanges.—Richards & Carr, Ltd., 25, King's Norton St., S.W.1. Sloane 5224. (C3045)

545 gns.—Ford New Prefect 1955 saloon, Westminster blue, paintlight, small mileage, exceptional; terms, exchanges.—Rowland Smith, below.

325 gns.—Ford Prefect, September 1950 saloon, leather, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

275 gns.—Ford Prefect 1946 saloon, leather, carefully used, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1953 Prefect saloon, one owner, guaranteed; from £375; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5969.

PRIDE & CLARKE, Ltd.—1955 Ford Prefect saloon, 1,000 miles, heater; £595; 1954, 18,000 miles, heater; £539.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

FORD Prefect, 1954, 13,000 miles, black, taxed, showroom condition; £575.—South Kensington Motors, Ltd., 2, Reece Mews, S.W.7. Kensington 1094. (6811)

1950 Ford Prefect, green with beige upholstery, one owner; £355

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD PREFECT

1954 (October) Prefect, 11,000 miles; garage maintained, one owner, heater, putty with blue upholstery, very pretty car. £295.—514, Park Ave., Southall, Middlesex. Tel. 4415. (C1035)

1953 Ford Prefect, green, one owner; £425; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2650. (C1035)

1953 Ford Prefect, very good condition, beige with brown upholstery, reconditioned engine just fitted; £335.—John Gray, 20, Hermitage Lane, N.W.2, Speedwell 142. (C1026)

1955 model Prefect grey, blue upholstery, low mileage, £555; terms, exchanges.—D. F. Wyatt, Ltd., 31-33, Fortine Green Rd., West Hampstead, London N.W.6, Hampstead 6938. (C1034)

BARROW-IN-FURNESS—1948 Ford Prefect, black, brown leather, guaranteed, £315; terms, exchanges.—New Car Valeting Service, Tel. Barrow-in-Furness 5. (1961)

BARROW-IN-FURNESS—1953 Ford Prefect, black, beige, red leather, guaranteed, £410; terms, exchanges.—New Car Valeting Service, Greengate St., Tel. Barrow-in-Furness 8. (1960)

1953 Ford Prefect, black, red leather interior, one owner, 10,000 miles, excellent condition, well maintained; £395.—R. S. Currie & Co., Ltd. 105, Westbourne Grove, W.2, Bayswater 0085. (C1065)

BARROW-IN-FURNESS—1954 Ford Prefect, beige, blue interior, heater, screen washers, outstanding example, guaranteed, £595; terms, exchanges.—New Car Valeting Service, Greengate St., Tel. Barrow 5. (1979)

1947 Ford Prefect saloon, black/green leather, 1947 extras, very clean, any inspection invited, 3 months' guarantee; £275.—Trinity Cars, Ltd., 34, North Side, Wandsworth Common, S.W.18, Vandyke 1166. (C1034)

1948 Ford 10 Perfect saloon, leather, taxed, good; £295; trade enquiries welcomed; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station) Euston 2700 and 8894. (C1059)

At last Ford owners, S.U. car, L.S.U. petrol pump conversion kit incorporating new latest dash-pot carburettor, and woodwork to eradicate tick-over, poor winter starting, fading, jet troubles, gain increased performance, max. mpg; £9, bargain kit complete, carriage paid—Send c.w.o. to Parkes Auto's, Woodway, Bushy, nr. Monmouth. (1629)

Ford Prefect Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.3 Ham 6041. (W4018)

BARROW-IN-FURNESS—New Car Valeting Service, Greengate St., Tel. Barrow-in-Furness 5.—We purchase all post-war models, low mileage, cars and vans at highest prices. (1965)

Ford Ten Cars Wanted

MARSTON MOTOR CO. Ltd. for your Ford 10.—Tel. 814 3000, Seven Sisters Rd., Tottenham, N. (1979)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3 Ham 6041. (W4018)

FORD CONSUL

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitehouse, E.20, Tel. Hillside 6621. (C1034)

1954 Ford Consul, black with red upholstery, radio, heater, mileage 12,300, one owner, excellent condition; £525. (C1034)

1953 (October) Consul, black, leather, heater, underscaled, Windstone horns; £550. (C1034)

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitehouse, E.20, Tel. Hillside 6621. (C1034)

AI at Browns

1954 Ford Consul, black, heater, windstone horns, overriders, wing mirrors; £295. (C1035)

W J. BROWN, Ford Distributor for 33 years, 339, Finchley Rd., N.W.5, Ham. 2204. (C1025)

RAYMOND WAY, the Hire Purchase specialists.

1952 Ford Consul saloon, two-tone Zodiac colours, radio and heater, superb mechanical order, carefully driven and maintained; 4690s. (C1034)

HIRE Purchase terms on the spot with no references, call to firm/individuals or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. (C1034)

RAYMOND WAY, the Hire Purchase specialists.

RAYMOND WAY, the Hire Purchase specialists.

1952 Ford Consul saloon, fitted heater, low mileage, one owner; £535.—Metropolitan Motors, Horn Lane, Acton W.3, Acton 5064. (C1030)

GUY SALMON AUTOMOBILES offer:—

1954 Ford Consul, black/red upholstery, heater, Ace Rimbellishers, etc. 14,000 miles only from new, faultless condition; £266.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C1041)

ALAN TAYLOR (MOTORS), Ltd., offer:—

1953 (October) Ford Consul, black, leather and heater, taxed, December; £595. (C1034)

1953 Ford Consul, colour fawn, leather upholstery, heater, taxed, December; £530. (C1034)

HIGH St., Wandsworth, S.W.18, Tel. Vandyke 7222 (10 lines). (C1034)

FORD CONSUL

CAR MART, Ltd., Austin London Distributors.

1954 Ford Consul saloon, heater, black with red upholstery, 15,000 miles, excellent condition, £565. (C1039)

1953 (November) Ford Consul saloon, Bristol fawn, heater, 15,000 miles, excellent condition, £565. (C1039)

1954 Ford Consul saloon, heater, red interior upholstery, £595. (C1039)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2, Gladstone 2254. Open week-days 9 a.m. to 6 p.m. (C1026)

1953 Ford Consul saloon, 14,000 miles, heater, leather, superb condition; £575; unmarked, guaranteed. (C1035)

G W WILKIN, Ltd., Lion Gate, Hampton Court, Middlesex, Mol. 6109. (C1035)

1955 Ford Consul saloon, 230 miles; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. (C1010)

1954 model Consul, black, leather, heater, one owner; £585.—Morley, 54, Streatham Hill, S.W.4, Tel. 4458. (C1016)

WHY second-hand? New saloons and convertibles from stock.—Sharwood Motors, 23, Uxbridge Rd., W.5, Ealing 1475. (C1016)

1954 (Feb.) Ford Consul, Canterbury green, one owner, radio, heater, an unusually well-kept example; £595; exchanges, delivery terms. (C1035)

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11, Baywater 4274. (C1035)

1955 Ford Consul, green/fawn, radio, heater, low mileage as of last year; £645.—J. F. Dove Ltd., Guildford Rd., Woking, Tel. 1282. (C1078)

1951 (late) saloon, one owner, fully air conditioned, all original, 3 months' guarantee, mileage 20,000, £475; no others.—Tel. 65311 Bedford. (1904)

1953 Ford Consul saloon, fawn, fitted radio, heater, wing mirrors, £565.—University Motors, Ltd., 50, Piccadilly, W.1, Grosvenor 4141. (C1034)

1952 Ford Consul, one owner, black/beige leather, fitted heater, 19,000 miles, £475.—Coles Garages, Ltd., 42, Worpole Rd., S.W.19, Wimbledon 0195. (C1034)

1954 Ford Consul saloon, black, red leather upholstery, heater, one owner, genuine 5,000 miles only, absolutely perfect, 3 months' guarantee, £595. (C1034)

C END RD., N.3, Finchley 6236 (3 lines). (C1061)

1954 Ford Consul saloon, black, red leather, low mileage, one owner, as new, guaranteed; £555.—Kings Motors, 1, High St., Hounslow, Tel. 3534. (C1034)

1954 Consul saloon heater, one owner, guaranteed; £560; exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14, Park 6704 and 5966. (C1034)

BRITONS—1953 Consul (Aug.), black, 20,000 miles, one owner, showroom condition, 1955 clutch, heater, new tyres, £545; terms, exchanges.—363, Fulham Rd., S.W.10, Fulham 2617. (C1104)

1955 Ford Consul black/red, heater, seat covers, £695; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction), Batt. 2252. (C1022)

£495—1952 Consul saloon, black, beige leather, heater and heater, magnificent condition and wonderful value.—G. S. Hall, Ltd., 302, King St., Hammersmith W.6, Riverside 2861. (1622)

1953 Ford Consul saloon, Dorchester grey, red leather interior, very good condition, £545.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2, Bayswater 0085. (C1065)

PRIDE & CLARKE, Ltd.—1955 model Ford Consul saloon, 15,000 miles, £589; 1954 low mileage, radio, heater, £569; low mileage, heater, £519.—Strookwell Rd., S.W.5, Brixton 6251. (C1068)

1954 Series Consul saloon, red leather, heater, low mileage, one owner, splendid condition; £595; also 1953 Consul, blue, £515; written guarantee, terms, exchanges, trade enquiries welcomed. (C1034)

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2, Finchley 300-3, anytime. (C1065)

1955 Ford Consul saloon, colour fawn with red leather upholstery, heater fitted; £50 under list price exchanges and terms.—Milton Motors, 256, Deansgate, Manchester, 3, Blackfriars 5625. (1706)

1955 model Consul (reg. Dec. 1954), black, 8,000 miles, unused spares, leather, Underscal, overriders, link mats, lady owner; £625.—Mrs. Pickard, 40, Longfield Ave., Mill Hill, N.W.7, Hendon 9654. (1747)

625 ans.—Ford Consul, May 1955 saloon, one owner, 6,000 miles, spare unused, terms, exchanges; for open 3-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)

1955 Ford Consul convertible, delivery mileage only, colour ivory with upholstery to match and green hood; £50 under list price; exchanges and terms.—Milton Motors, 256, Deansgate, Manchester, 3, Blackfriars 5625. (1704)

£550—Ford Consul saloon, 1953, r.h.d., export model, leather, heater, radio, rimbellishers, muffs, reversibles, exceptional condition, taxed, guaranteed, identical to 1954 with chromium stripes.—Bones Rd., Garside, Boreas Rd. (North Circular), N.11, Boreas Park 2254. (1779)

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3 Ham 6041. (W4018)

A 58, Streatham Hill, S.W.2, Tel. Hill 2676. (W3016)

FORD Consul buyers.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2, Tudor 2301-2. (W3018)

H A SAUNDERS require Consuls for cash or exchange.—44, Golders Green Rd., N.W.11, Speedwell 0011. (W4004)

FORD ZEPHYR

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitehouse, E.20, Tel. Hillside 6621. (C1034)

1954 Zephyr 6 saloon, black with red leather upholstery, heater, Ace Rimbellishers, mileage 8,300, excellent condition; £525. (C1034)

1953 Zephyr 6 saloon, black with red leather upholstery, radio, heater, twin fog lamps, low mileage, excellent condition; £525. (C1034)

1955 Zephyr 6 saloon, black with blue upholstery, twin wing mirrors, mileage 4,500, virtually as new, one owner, immaculate; £605. (C1034)

1955 Zephyr 6 saloon, Bristol fawn with red leather upholstery, heater, radio, heater, underscaled, twin fog lamps, secret switch, link mats, reversing light, seat covers, twin wing mirrors, Ace Rimbellishers, balanced wheels, windscreen washers, interior bonnet light, vanity mirror, mileage 5,500, one owner, originally maintained and in absolutely immaculate condition; £750. (C1034)

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitehouse, E.20, Tel. Hillside 6621. (C1034)

BENTALES, Ltd.

1953 Ford Zephyr, green with green upholstery, radio and heater; £575.—Kingston-on-Thames, Kingston 1801. (C1035)

H BEART & Co., Ltd., offer:—

1955 Ford Zephyr saloon, beautifully maintained by one owner, 665—102, London Rd. and High St., Kingston-on-Thames, Kingston 3548. (C1081)

PHILIP RICKARDS, Ltd., offer:—

1953 Ford Zephyr saloon, black, radio, heater, covers, 13,000 miles; part exchange, deferred terms; £4, Brick St., Park Lane, London, W.1, Tel. Grosvenor 4772-3. (C1031)

GLANFIELD LAWRENCE offer:—

1953 Ford Zephyr saloon, in two tone colours, grey and green, one owner, no standing condition, fully guaranteed; £555.—407, High Rd., N.12, Finchley 0091. (C1035)

WOOD & LAMBERT, main dealers.

1954 Zephyr saloon, fawn with red leather, heater, 15,000 miles, excellent; £585. (C1034)

1953 Zephyr saloon, blue with blue leather and heater, radio, well maintained; £545.—49, Stamford Hill, N.16, (Sta. 3434). (1606)

A UTOSALES (LONDON), Ltd., offer:—

1955 Ford Zephyr saloon, 9,000 miles only, one owner, unmarked; £675.—59-65, Belsize Rd., N.W.5, Tel. 3534. (C1034)

GORDON CARS (LONDON), Ltd., offer:—

1953 Ford Zephyr convertible, radio, heater, leather, one owner; £745. (C1034)

1954 Ford Zephyr convertible, radio, heater, leather, one owner; £795. (C1034)

1954 Ford Zephyr saloon, immaculate; £605.—773, Euston Rd., N.W.1, Eus. 6611. (C1035)

1955 Ford Zephyr, black, all extras; £675. (C1034)

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter Street 121. (C1034)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1955 Ford Zephyr, grey, hide, heater, 1,000 miles, £675. (C1034)

56 Park Lane, W.1, Hyde Park 4896; 374, Ealing Rd., Alperton, Middle Perivale 3534; and 6, S. 12, Sangle Rd., Catford, S.E.6, Miller 4821. (C1036)

1954 Ford Zephyr, very low mileage, leather, heater; £595. (C1034)

1953 Ford Zephyr, 9,000 miles, heater, one owner, as new; £555.—Cavendish Motors, Cavendish Rd., N.W.6, Wil. 0046. (1704)

1954 model Zephyr, black, radio and heater, low mileage, immaculate; £605. (C1034)

BRENT CROSS GARAGE, Hendon Way, N.W.4, Speedwell 1190. (C1037)

1953 Ford Zephyr, one owner; £545; 5 months' guarantee, terms and exchanges. (C1034)

JACK WILLIAMS MOTORS, Ltd., 139, Priory Rd., Hornsey, Mountview 5228 and 5774. (C1054)

1952 (September) Ford Zephyr saloon, radio and heater; £525. (C1034)

1953 Ford Zephyr saloon; £535.—Montrose Motors, Epping New Rd., Buckhurst 1171. (C1036)

ALAN & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 4612-3, offer:—

1953 Ford Zephyr saloon, finished black, red upholstery, radio, heater, many extras, excellent condition throughout; £595; maximum h.p. terms available. (C1001)

£499 owners, excellently maintained, bargain price; choice 2. (C1034)

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges; hire purchase; 421-423, High Rd., Finchley, (East Finchley Underground), Finchley 6222. (C1035)

1953 (Oct.) Ford Zephyr saloon, one owner, black, heater; £550.—Hale Motors, Ltd., Tot. 774 (4 lines). (C1077)

WHY second-hand? New saloons and convertibles from stock.—Sharwood Motors, 23, Uxbridge Rd., W.5, Ealing 1475. (C1016)

1953 (Sept.) Ford Zephyr saloon, blue, leather radio and heater, very low mileage; as immaculate car, 3 months' guarantee; £550. (C1034)

C END RD., N.3, Finchley 6236 (3 lines). (C1061)

1955 Zephyr conv., power hood, leather, heater, 5,000 miles, taxed and ins.; £600.—Miller, Rosholt Hse., Heckfield, Hants, Tel. 13. (1916)

FORD Zephyr, November, 1952, with all extras, director's car, in good condition.—Tel. Popes 45401, or home Woking 3870; £500 o.n.o. (1624)

1953 Ford Zephyr, green with beige leather upholstery, radio, heater, head of extras, reconditioned engine; £675; deposit £120. (C1034)

MCLAREN & COX, Ltd., 621, High Rd., North Finchley, N.12, Tel. Hillside 0550 and 658-7-9. (C1035)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZEPHYR
665 Ford Zephyr 1955 saloon, one careful owner, 4,500 miles, practically new, terms, exchanges—Rowland Smith, below.
475 Ford Zephyr 1952 saloon, leather, heater, radio, one owner, excellent condition, terms, exchanges, best open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1046)

1953 Zephyr saloon, one owner, radio, heater, leather, many extras, Ford maintained, guaranteed, £575. (C1045)
G. W. WILKIN, Ltd., 1, Weston Park, Kingston, W.14. (C1045)

1953 Ford Zephyr saloon, one owner, colour beige, 6,000 miles, £575, L. F. Dove, Ltd., 69, Broadway, Winton 6. W.19 Liberty 5456. (C1077)

1953 Ford Zephyr, black/red leather, low mileage, one owner, domination at your home, £550—Tel. Blatchley, Bucks, 526. (C1077)

1953 (mid.) Zephyr saloon, one owner, black, red leather, heater, etc., £515; terms, exchanges—Newbury Cars, Muswell Hill, N.10. Tudor 537. (C1077)

CARRS MOTOR MART—1955 Ford Zephyr saloon, black, red hide, heater, unblemished, genuine 3,300 miles, £725; written guarantee—S. Warren St., W.1. Eux. 4110. (C1040)

1951 (June) Zephyr saloon, heater, leather, 24,000 miles, excellent appearance and performance, £475; written guarantee, terms, exchanges; trade enquiries welcomed. (C1040)

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-5-4, anytime. (C1065)

G & M ALFRED (1936), Ltd.—1953 Ford Zephyr, radio, heater, leather, low mileage, small mileage, £550—6-7, Warren St., W.1. Eux. 5266. (C1065)

1953 (Oct.) Zephyr, beige red leather, heater, fog lamp, fuel-injection, 18,000 miles, £550—C. H. M. Jones, 2424, or even, 2425, or even, 2426, or even, 2427. (C1065)

ZEPHYR, green, 1955 (November), fitted with Rover 2 free wheel, giving 50-60 m.p.g. and a clutchless change, heater, perfect condition, price £250—C. H. M. Jones, 2424, or even, 2425, or even, 2426, or even, 2427. (C1065)

1953 (October) Ford Zephyr, black, in immaculate condition, fitted radio and heater, £570—Bristol Motor Works (Leicester), Ltd., Abbey Lane, Leicester. Tel. 61376. (C1065)

1954 Ford Zephyr saloon, in black with red upholstery, very low mileage, heater, first-class condition throughout, 6,000—Bells Service Garages, 144 London Rd., Kingston-on-Thames, Kingston 1185. (C1011)

PRIDE & CLARKE, Ltd.—1955 Ford Zephyr saloon, 2,500 miles, leather, £695; 1953, 9,000 miles, heater, sun visor, £549; 1951, radio, heater, £449; 237, Brixton Hill, S.W.2. Tel. 3664-5. (C1068)

1953 Zephyr saloon, full Raymond Mays conversion, every worth-while extra, overdrive, 17,000 miles, one owner, £675; terms, exchanges—Richards & Carr, Ltd., 55, Kinross St., W.1. Sloane 5424. (C1045)

1953 (Sept.) Ford Zephyr, blue, blue leather, fitted every extra, heater, twin spot and fog lamp, screen washer, reversing light, taxed, a sports car, £550—R. S. Mead (Bates), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. (C1011)

1955 (July) Ford Zephyr, Canterbury green, 6,000 miles only, best condition, supplied and serviced by us for overseas visitor, now returned, £645; also 1954 Ford Zephyr, black, red upholstery, heater, one owner and an unusually good example £475; exchanges deferred, terms, £475—John S. Truscott, Ltd., 173 Westbourne Grove, W.11. Bayswater 4274. (C1035)

1954 Zephyr convertible, exceptional car, high compression, head, 3.8 D. Valve Hill 2675. (C1035)

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1954 Zephyr convertible, exceptional car, high compression, head, 3.8 D. Valve Hill 2675. (C1035)

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FORD ZODIAC
WARWICK WRIGHT, Ltd., offer—

1955 Ford Zodiac saloon, black with beige upholstery, 8,000 miles, £775. (C1045)
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C1045)

1955 Ford Zodiac, fawn/grey, one owner, perfect condition, £775—Buxton, 22, Canal St., W.1. London, W.1. (C1010)

1955 Ford Zodiac saloon, 2,000 miles, exchanges, etc.—Autowark, Ltd., Southgate St., W.14. Chester, Tel. 4665. (C1010)

1955 Ford Zodiac saloon (Oct. 1954), 8,000 miles, grey/blue, £695—Stratstone, Ltd., 40 Berkeley St., London, W.1. (C1010)

1954 (June) Zodiac, duo grey, immaculate throughout, radio, guaranteed, £675—Campbell Symonds, Wey 152. (C1037)

1954 Ford Zodiac, blue and grey, one owner, excellent condition, £545—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Frenchie 5333. (C1083)

1955 (July) Zodiac de luxe saloon, export model, grey/blue, right-hand drive, mile speedometer, heater, immaculate condition, £760—Northey, 31, Brixton 5550. (C1014)

1954 (April), superb condition, Raymond Mays conversion triple carburetors (very powerful), 2-tone grey, simulated every second month, radio and heater, run on new wear-preventing oil, seen London, £775 no extras—Tel. Tait Gallery 9191. (C1058)

FORD (V.8)
H. BEART & Co., Ltd., offer—

1951 Ford Pilot de luxe saloon heater and radio, low mileage and in excellent condition throughout, £775—108, London Rd., and High St., Kingston-on-Thames, Kingston 3548. (C1061)

1948 Ford Pilot, heater, radio, must be seen to be appreciated, £275. (C1016)
Tel. Hampstead 779, Finchley Rd., London, N.W.3. (C1016)

1950 (October) Pilot saloon, black/beige leather, fitted radio, heater and electric clock, excellent condition, £355—Rogovin, East Putney, Tel. 7661. (C1010)

1950 (October) Pilot, radio, heater, leather, reconditioned engine, fine condition throughout, £359; written guarantee, terms, exchanges, trade enquiries welcomed. (C1010)

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-5-4, anytime. (C1065)

275 Ford V.8 Pilot October 1950 saloon, leather, radio, heater, terms, exchanges, trade enquiries welcomed, £359—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)

Ford V.8 Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford Pilot—Hampstead (Tube), N.W.3. Ham 6041. (W4015/R)

FORD CUSTOMS
WOOD & LAMBERT, Ltd., Ford main dealers.

NEW Canadian Ford Custom-line saloons, Fordomatic or synchromesh transmissions, immediate delivery pre-Budget Purchase Tax—43, Stamford Hill, N.16. (Eux. 5454). (C1067)

1953 Ford Custom-line radio, heater as new
SCOTT CARS, 577, Finchley Rd., London, N.W.3. Tel. Hampstead 779, 5675. (C1016)

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars." (C1015)

1951 Ford Customs, bronze and stainless steel, radio, heater, loose covers, immaculate condition throughout, £395—A. T. Macaulay 2211-2. (C1002)

CANADIAN FORD
CHARLES POLLETT, Ltd., offer—

1955 Country Sedan, 9-seater Estate car, fitted radio and heater, colour metallic green; fitted very practical and superb car has covered 750 miles and is as new, offered at pre-Budget list price, £2,212. (C1022)

SHOWROOMS—48, Berkeley St., W.1. Mayfair 6266. (C1022)

SERVICE—Works & Stores—Barnsdale Yard, off Elgin Avenue, W.9. Cunningsham 5936. (C1020)

1955 (August 12) Fordomatic Customline sedan, black, radio, heater, 1,500 miles, as brand new, guaranteed as new car for 6 months, £1,650—Silverthorne Motors, 11, Pilbury Sq., W.1. Euston 7311. (C1011)

AMERICAN FORD
1951 Ford Meteor, radio, heater, perfect. (C1011)

SCOTT CARS, 577, Finchley Rd., London, N.W.3. Tel. Hampstead 779, 5675. (C1016)

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars." (C1015)

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 61, West Rd., Brentford, Tel. Kaling 4506-9. (C1049/R)

American Ford Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Ford buyers Wembley 8891/3905. (W4015/R)

FORD MISCELLANEOUS
1948 Ford Pilot, very nice car; bargain, £265. (C1011)

1952 model Ford Consul, heater, radio, loose covers, very low mileage, very good condition, £449—Cavendish Motors, Cavendish Rd., N.W.6. Wil. 0046. (C1068)

CHARLES POLLETT, Ltd., official Ford Agents, offer—

1954 Ford Zodiac sal., grey and green, one owner, heater, etc., supplied and maintained by us since new, £695. (C1011)

1954 model Ford Zephyr, dark green, leather, heater, screen wash, one owner, loose covers fitted since new, £595. (C1061)

SHOWROOMS—19, Berkeley St., W.1. Mayfair 6266. (C1011)

SERVICE—Works & Stores—Barnsdale Yard, off Elgin Avenue, W.9. Cunningsham 5936. (C1020)

Ford Miscellaneous Cars Wanted
PRIVATELY owned Ford Prefect or Anglia—2/143, Streatham High Rd., Streatham 6007. (W4037)

H. A. SAUNDERS require Anglia and Populars for cash or part exchange—140-144, Golders Green Rd., S.W.11. Speedwell 1011. (W4004)

Ford Spares and Service
NORMAND, Ltd.
HAVE your car serviced by the experts. (C1035/R)

SATISFACTION guaranteed.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. (C1035/R)

ALLAN TAYLOR (MOTORS), Ltd.,
HIGH St., Wandsworth S.W.18. (C1035/R)

MAIN Ford dealers.
LARGE stock of genuine Ford parts.
VANDYKE 722 (5 lines). (C1014/R)

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wandsworth 2233), main Ford dealers, service and all spares. (C1014/R)

WE have one of the biggest stocks of Anglo spares in the country from model A.V.8, W.D. types and tractor to the current models, Ford reconditioned engines, reconditioned B.E. engines etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Hamman 770 (8 lines) Also 66, High St., East Ham, E.5. Grangewood 1135. (C1078/R)

FRAZER NASH
1952 Frazer Nash Le Mans, complete with De Dion axle in perfect order, reconditioned engine just fitted. Winner of the Coupe des Alpes, 1954. Further particulars apply: Newton of Huddersfield, Ltd., Vindict St., Huddersfield 3511. (3 lines). (C1065)

Frazer Nash Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Frazer Nash—Hampstead (Tube), N.W.3. Ham 6041. (W4015/R)

Frazer Nash B.M.W. Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Frazer Nash B.M.W.—Hampstead (Tube), N.W.3. Ham 6041. (W4015/R)

HEALEY
SLOOMBS, Ltd.

1949 Healey Silverstone, red, completely retrimmed interior, superb mechanical order, £495, unique guarantee, terms, part exchanges, cars or motor cycles—56-52, Dodden Hill Lane, N.W.10. Willenden 469. (C1017)

BROOKLANDS—Individuality.
1953 Healey 2.4-litre Tickford saloon. (C1017)

1953 Healey 2.4-litre drop head coupe. (C1017)

BUY or sell with confidence, guarantee. (C1017)

103, New Bond St., London, W.1. Mayfair 3351. (C1029)

CHIFFSTED MOTORS, Ltd., offer—
SILVERSTONE 1951 (March) E type, green, specimen, 4,000. (C1016)

CHIFFSTED MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/255, 7154. (C1016)

HEALEY Tickford saloon, March, 1951, 5-shine roof, heater, 8.1 M.V., 56,000 miles, record, suspension, steering, transmission at cost of nearly £200 last month, new tubelike, perfect, £775 o.n.o.—Gosley, New Inn, Clovelly 222. (C1067)

1950 Healey Silverstone, red, beige leather, new hood, and additional hard top, exceptional condition throughout, £556—Gosley, Christchurch, Hants. Tel. Highlife 2275-6. (C1067)

HEALEY Tickford saloon, 2.4-litre Riley F model first registered August, 1952, gas flow treated head, 110 m.p.h., showroom condition, 28,000; £650—O. C. Langford (B.M.M.), Ltd., 308, Alcester Rd., Moseley, Birmingham. (C1066)

HEALEY 2.3-seater convertible, with Alvis 5-litre engine, first registered September 1954, steel grey with grey leather, oversize wheels with tubeless tyres, radio, heater, fog and spot lamp, genuine mileage 4,500, an exceptional car for a connoisseur, for private sale at £1,153—Box 7668. (C1063)

Healey Cars Wanted
RICHARDS & CARR, Ltd., buy Healeys—35, King's Road, S.W.1. Sloane 5424. (W4045)

J. H. BARTLETT will pay more for good Healeys, all models—27, Penbridge Villas, W.11. (W1013)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Healey—Hampstead (Tube), N.W.3. Ham 6041. (W4015/R)

HILLMAN 10
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Wembley, N.20. Tel. Hillside 6621. (C1046)

1955 Hillman Minx Mark VIII de luxe, black with red upholstery, heater, green mirrors, low mileage, immaculate condition, £695. (C1046)

1953 Hillman Minx Mark VI saloon, black, red upholstery, fitted H.M.V. radio, good condition, £575. (C1046)

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Wembley, N.20. Tel. Hillside 6621. (C1046)

1952 Hillman Minx, blue, grey upholstery, £485—S. Kingston-on-Thames, Kingston 1001. (C1085)

HILLMAN, Hummer, Sunbeam, Commer. (C1085)

1955 Hillman Minx de luxe, fitted all extras, spare unused, low mileage, blue, perfect, £680. (C1085)

1954 Hillman Minx de luxe, fitted all extras, taxed, choice of two from £605—Metropolitan Motors, 100, Acton, W.3. Acton 6054. (C1080)

1955 Hillman Minx convertible, fawn, 7,721 miles, £755—Salmons Garages, Ltd., Temple Bar 3338. (C1029)

1955 Hillman Minx convertible, fawn, 7,721 miles, £755—Salmons Garages, Ltd., Temple Bar 3338. (C1029)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

GLANFIELD LAWRENCE offer:—

1950 Hillman Minx saloon, phase III, in black, excellent condition, £425-407, High Rd., N.12, Finchley 0091. (C5033)

H. A. SAUNDERS, Ltd., offer:—

1953 Hillman Minx saloon (California model), ivory, red with red upholstery, heater, £365. (C5033)

1953 Hillman Minx saloon, black, red upholstery; £355. (C5033)

1954 Hillman Minx saloon, black, red upholstery; £365. (C5033)

1955 Hillman Minx saloon (ohv engine), black, red upholstery, £645. (C5033)

H. A. SAUNDERS, Ltd., £35-848, High Rd., N.12, Hillside 5272 (8 lines). (C5037)

WARWICK WRIGHT, Ltd., offer:—

1955 Hillman Mark VIII Californian hard-top black and red, with red upholstery, radio and heater, 10,000 miles; £725; and in cream/red top, low mileage. (C5037)

1954 Hillman Minx Mark VII saloons, all standard colours, low mileage; from £595. (C5037)

1955 Hillman Minx Mark VII saloons, all standard colours, low mileage; from £645. (C5037)

1955 Hillman Minx Mark VII convertible coupe, black with red upholstery, 8,000 miles; £695. (C5037)

1955 Hillman Minx Mark VII saloon, dark green, with red upholstery, 8,000 miles; £775. (C5037)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 776. (C5045)

MAKIN & HARRISON OF CHISWICK.

£305—1947 Hillman Minx 4-door sun saloon, black with chrome trim, 10,000 miles, smart car, 432-6, High Rd., W.4, Chiswick 0558. (C5071)

HENDON CENTRAL GARAGE, Ltd., offer:—

1954 Hillman Minx saloon, fitted heater, taxed till end of year, low mileage and absolutely unmarked, £585. (C5034)

1952 Hillman Minx saloon; £485. (C5034)

1949 Hillman Minx saloon; £395.—Watford Way, Hendon Central, N.W.4, Tel. Hendon 842-3. (C5034)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

INVITE to inspect our comprehensive stock of used Hillman Minxes.

1954 Hillman Minx, radio, heater, many other extras; £600. (C5034)

1952 Hillman Minx; £430. (C5034)

1949 Hillman Minx; £375. (C5034)

MARLBOROUGH WORK, Kenyon, Tel. Wordsworth 7605 (5 lines). (C1008)

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1955 Hillman Minx Mark VIII saloon, in claret, one owner, 5,000 miles only; £685. (C5044)

1954 Hillman Minx Mark VII saloons; choice of several from £555. (C5044)

1952 series Hillman Minx Mark V saloon, black with red interior, very good condition; £465. (C5044)

1951 series Hillman Minx coupe, one owner, 19,000 miles only; £475. (C5044)

PHENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey, Vigilant 1121. (C5044)

1954 Hillman Minx saloon, low mileage; £575. (C5044)

DENHAM SERVICE STATION, Ltd., Denham, Bucks, Tel. Denham 2266. (C1070)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English car sales division offer:—

1946 Hillman Minx, £300; 1940 Hillman Minx, £195; 1947 Hillman Minx, £315; 1939 Hillman Minx, £185; 1931 Hillman Minx, £445. (C5038)

1937 Hillman Minx, £115; 1934 Hillman 10 sports, £89-355, High Rd., Wembley Midx, Tel. Wembley 4422. (C5015)

1949 Hillman Minx saloon; £365.—Montrose Motors, Epping New Rd., Buckhurst 1171. (C5038)

1947 Hillman Minx 4-door saloon; £255; terms; Worthing, Ex. 1839. (C5037)

1952 Hillman Minx, leather, exceptional condition; £460.—Haynes, Maidstone 2239. (C5037)

1949 Hillman Minx, excellent condition, heater; £395.—Kirkdale Cars, Kirkdale, Gydenham, S.E.26, Sydenham 6129. (C5038)

1954 Hillman Minx saloon, one owner, splendid equipment includes heater and radio, loose covers, £595. (C5038)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2, Gladstone 2234. Open weekdays 9 a.m. to 6 p.m. (C5038)

1950 model Hillman Minx Mark IV saloon, black, red leather, exceptional condition; £425; below. (C5038)

1953 Hillman Minx Mark V saloon, black, red leather, exceptional condition throughout; £495.—Northway Garage, Swiss Cottage, N.W.3, Primrose 1127. (C5038)

1953 (November) Hillman estate car, heater, one owner, terms, best offer over £500.—Wan 0703. (C5038)

AZ MOTORS offer 1952 convertible, absolute bargain, £425!!!—Palmerston Rd., N.W.6, Tel. Mal. 4723. (C1011)

1952 Hillman Minx saloon, blue/red, heater, one owner, £475.—Dobson, Ltd., Hillman Agents, Staines 901. (C1074)

1946 Hillman Minx de luxe saloon, quite superb condition; £265.—Leatherhead Garage, Ltd., Leatherhead 5771. (C5038)

1954 Hillman, wireless and heater.—Percy D. Sleeman, Ltd., 38, Oxford Rd., Ealing, W.5, Tel. Ealing 7987. (C5038)

1952 (August) Hillman Minx saloon, quartz blue/red, 23,000 miles, one owner, taxed year, specimen condition; £475. (C1107)

1950 Hillman Phase IV saloon, magnificent, guaranteed; £355, payments.—Vaughan, 17, Astwood Mews, S.W.7, Fro. 1519. (C5078)

HILLMAN 10

1950 model Hillman Minx, in good condition throughout, one owner, heater, taxed; £345.—110, Battersea Rise, S.W.11, Battersea 0349. (C1096)

1956 series Hillman Minx saloon, delivery mileage; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. (C1099)

ONE only new 1956 model Minx convertible, Tyrolan green/fawn, at pre-budget price; £766/2/6.—The Links Garage, Collier Row, Romford 3982. (C1099)

1954 Hillman Minx saloon, Mark VII, fitted heater, etc., one owner, taxed year; £355.—W. H. Baker, Ltd., Wallingford, Tel. 2281. (C1099)

£415—1951 Hillman Minx saloon, heater, taxed, excellent condition, terms.—Autosnips, 5, Balham High Rd., Balham 1509. (C1009)

£300—1947 Hillman 10 de luxe saloon, loose covers, excellent condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509. (C1009)

1954 Hillman Minx Mark VII saloon, green with fitted bodysuit, immaculate leather upholstery throughout; £545.—Below. (C1009)

1953 Hillman Minx, black, one owner, low mileage, £350.—Brew Brothers Ltd., 133, Old Brompton Rd., S.W.7, Primsale 3333. (C1083)

1955 Hillman Californian saloon, quite new condition; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. (C1010)

1955 (series) 18/11/54 Hillman Minx saloon Mark VII, black/red, 19,000 miles, one owner, taxed year, whole car immaculate; £600. (C1010)

ALWOOD GARAGE, Alwood Rd., Maldenhead, Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. (C1107)

£495—Hillman Mk. VI saloon, black, red leather, loose covers, good tyres a nice condition one owner, first registered, Oct. 1953, taxed. (C1107)

£525—Hillman Mk. VI saloon, green, light fawn leather, a beautiful condition one owner car, 22,000 miles only, fitted heater, good tyres, taxed, R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead, Tel. Maldenhead 3431-2. (C5011)

1950 Hillman Minx, carefully maintained inside and out, one owner, going abroad; £425.—Henley, Down House, Lamberton, Kent, Tel. 274. (C5058)

1950 Hillman saloon, green, maroon interior, heater, four lamp and seat cover, very well maintained car; £415.—Robbins, East Putney, Tel. 7881. (C5010)

£465—1953 Hillman Minx de luxe saloon, beauty, fitted bodysuit, immaculate leather upholstery, only 2 owners, 24,000 miles; choice also 1950 and 1953 models. (C5010)

LAMBS OF WOOD GREEN (Est. 1977)—100 guaranteed cars; exchanges; hire purchase—421, Old Rd., Finchley (East Finchley Underground); Finchley 6222. (C2052)

1953 Hillman Minx, black/red, one owner; £475; exchanges; 25, Hillside, S.W.18 (few minutes Clapham Junction) Bat. 2252. (C5022)

1955 Hillman Californian hard top, red-cream, 9,500, one driver cover, regular serviced, unblemished; £695.—Upton, 123, Hough Lane, Wombwell, Yorks.—Tel. Wombwell 5116. (C5022)

635 gns.—Hillman Minx, June, 1955, phase VIII de luxe saloon, ohv, one owner, 4,000 miles, spare unused, practically new; terms, exchanges.—Rowland Smith, below. (C5022)

545 gns.—Hillman Minx, 1954, phase VII saloon, heater, excellent condition; terms, exchanges.—Rowland Smith, below. (C5022)

475 gns.—Hillman Minx, 1952, phase V convertible, PVC hood, excellent condition; terms, exchanges.—Rowland Smith, below. (C5022)

245 gns.—Hillman Minx, late 1941, de luxe saloon, sliding head, leather, good tyres, excellent condition; terms, exchanges, 11st, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead) Hampstead 6041. (C5016)

1953 (Oct.) Hillman Minx one owner, heater, new tyres, immaculate condition, 81st rebore would put in excellent order throughout; £500.—Seen Northchurch, Brentwood 513 after 5 p.m. (C5016)

1952 Hillman Minx convertible, one owner, original inside and out, fitted heater and dove blue/red leather, 22,000 miles, genuine, terms welcome; £455.—Flaxman 7638. (C1105)

1955 (July) Hillman Minx drop head coupe, green, 2,000 miles, immaculate condition, fitted lower covers, cost £750; would accept £650.—E. Cox, 91, Teitenhall Rd., Wolverhampton 2274. (C5075)

1949 Hillman Minx Phase 3 saloon, beige, red interior, fitted heater, wing mirrors, tyres almost new; excellent value, £425.—Hillwood Motors, Mill Hill (London) 4252. (C5041)

1953 Hillman Minx, one owner, low mileage; £545, h.r. purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx, Tel. 2960. (C2035)

PRIDE & CLARKE, Ltd.—1955 Hillman Mark VIII ohv saloon, 5,000 miles, £629; 1954, low mileage, heater, from £589; 1953, heater, £449.—Stockwell Rd., S.W.9, Brixton 6251. (C5068)

1955 Hillman Minx de luxe saloon Mark VIII, 1955 golden sand, red upholstery, guaranteed 2,510 miles, first reg. Aus. 1955; Underseal.—B. 17019. (C5068)

1954 Hillman Minx saloon, black, red leather interior, fitted heater and other extras, in superb condition throughout; £575.—R. S. Currie & Co., Ltd., 103, Westbourne Grove, W.2, Bayswater 0085. (C1065)

1947 Hillman Minx saloon, exceptional throughout; £265; trade enquiries welcomed; terms and exchanges.—Rox Auto Sales, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station), Euston 2700 and 3894. (C5059)

HILLMAN HUSKY

SIMPSON'S MOTORS (WEMBLEY), Ltd., offer:—

1955 Hillman Husky; £550-555, High Rd. Wembley, Middx, Tel. Wembley 1422/8691, 3903. (C5015)

1955 (August) Hillman Husky, works mileage. (C5015)

SCOTT CARS, 347, Finchley Rd., London, N.W.5, Tel. Hampstead 7779/8676. (C5016)

HILLMAN HUSKY

1955 Hillman Husky, one owner, low mileage; £555. (C5055)

DENHAM SERVICE STATION, Ltd., Denham, Bucks, Tel. Denham 2266. (C1070)

1955 (Aug.) Husky, 5,000 miles, blue, heater, Underseal, one owner, £630.—Kia, 6472, 16839. (C5055)

1955 Hillman Husky estate car, new condition; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. (C1010)

1955 (July) Hillman Husky, 4,000 miles, condition as new; £550.—Northway Garage, Swiss Cottage, N.W.3, Primrose 1127. (C5038)

HUSKY, 1956 (model), 2-tone, extra, unused, taxed; offers.—Griffiths, Frohnafren, Newtown, Montgomeryshire, Tel. Newtown 303. (C5046)

1954 Hillman Husky, 10,200 miles, grey, heater, for lamp temperature gauge, immaculate; £540.—Tel. Luton 6350 (day), Hexton 337 (evening). (C5046)

1954 (November) Husky, 7,800 miles, grey, heater, first-class order throughout; £565; terms, exchanges.—Richards & Carr, Ltd., 35, Kington St., S.W.1, Staines 5424. (C5046)

HILLMAN MISCELLANEOUS

R. F. FUGGLE, Ltd.

MARK 8 ohv, 5,000 miles, one owner, heater, spot-wink mirrors, £605. (C5017)

R. F. FUGGLE, Ltd., Bushey Heath, Herts, Tel. 1665. (C5017)

Hillman Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Hillman—Hampstead (Tube), N.W.3, Ham 9341. (W4018/R)

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM—Lower Temple St. (Central 9411.)

MANCHESTER—129, Deansgate (Blackfriars 6677.)

MAIDSTONE—(Maidstone 3333.)

CANTERBURY—(Canterbury 3232.)

WROTHAM HEATH—(Borough Green 4.)

ROCHESTER—(Chatham 2251.)

ROOTES, Ltd., Devonshire House Piccadilly, W.1, Tel. Grosvenor 3401. (10108/R)

EMA, Ltd., Grove Rd., Southsea, Portsmouth 2168. (W4004)

ALMOST new Hillman, required immediately.—54, Streatham Hill, S.W.2, Tel. 2576. (W5016)

H. A. SAUNDERS require Minx, all models, for cash or part exchange—140-144, Golders Green Rd., N.W.11, Speedwell 0011. (W4004)

F. EDWARDS are keen to buy good Hillman cars and will pay excellent cash prices; distance no object.—Details please to 28-34, Upper High St., Epsom, Surrey, Epsom 9400. (W2001)

Hillman Spares and Service

NORMAND, Ltd.,

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6, Riv. 5665. (10356)

HILLMAN repair specialists (35 years), well-equipped works and servicing facilities, with wide range of spares.

LONDON & COUNTIES MOTOR MART, Ltd., 79-81, New King's Rd., Fulham, S.W.6, Renewal 1185. (10676/R)

HOTCHKISS

ELM AUTO SALES offer:—

1939 Hotchkiss foursome drop head cabriolet, just re-cylindered in powder blue, new yankee hood, superb mechanically, only 10mp, £285.—Elm Autosales, 66-69, Hatfield Rd., Wimbledon, S.W.19, Cherrywood 1615. (C5067)

H.R.G.

1100cc, 1946, 34,000 miles, £300 or nearest offer.—Horsem, Walnut Tree Farm, Cheddington, Halesworth, Suffolk. (C5058)

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

H.R.G. Spares and Service

CHARLES POLLETT, Ltd., have a large stock of spares.

SHOWROOMS, 18, Berkeley St., W.1, Mayfair 6266.

SPARE parts.

SERVICE Barndale Yard off Egin Ave., W.9, Tel. Canningham 5036-7-8. (10584/R)

H.R.G. ENGINEERING Co., Ltd., for makers' repairs and service—Oakcroft Rd., Tolworth, Surbiton, Surrey, Elmbridge 4469. (10370)

HUDSON

1939 Hudson 21hp saloon, radio, heater, leather, very sound condition, sensitive overhaul by Messrs. Hudson Motors, Ltd.; £425; terms, exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., 357/401, High Rd., East Finchley, N.2, Finchley 0052-3-4, anytime. (C5066)

Hudson Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Hudson buyers, Wembley 8691 and 3903. (W4015/R)

Hudson Spares and Service

MANCHESTER—Hudson spares and repairs.

A. FREEMAN, Ltd., Grosvenor Garage, Rutland Lane, Manchester, 19, Rus. 2674-5. (10611/R)

H R OWEN, Ltd., 17, Berkeley St., London, W.1
Tel Mavfair 9060. [C3032

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Groveview 2287.)
HENLY House, 585, Euston Rd., N.W.1. (Euston 4444.)
DEVONSHIRE, Ltd.,
MANCHESTER (Blackfriars 7845).
BRISTOL (Fristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUSLOW (Houslow 3454).
PINCHLEY (Pinchley 0081).
GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Ouliver 4141).
HENLYS Ltd., England's Leading Motor Agents.
BENTALLS, Ltd.
1950 Jaguar Mark V, black with tan upholstery; £255.
1955 Jaguar Mark VII, Type M, green with green upholstery; £1,295.
1953 Jaguar Mark VII, black; £925.—Kingston-on-Thames, Kingston 1001. (C1095)
L. F. WARD, Ltd.
1955 Jaguar 140 coupe, 8,000 miles, radio, heater unused; £1,295.
1955 Jaguar M type, 18,000 miles, grey, red upholstery.
1954 Mk VII saloon, radio, heater, 14,000 miles.
1953 Mk VII saloon, radio, heater, many extras, 18,000 miles.
L. F. WARD, Ltd. Grange Rd. Garage, Grange Rd., Thornton Heath Tel. 3347. (C4043)
NEWNHAMS, Ltd.
1954 Jaguar Mark VII sal., rad. 14,000 miles, spare unused; £1,550.
NEWNHAMS House, 235-245, Hammersmith Rd., London W.3. Riverside 4646 (9 lines.) (C3004)
SLOCUMBS, Ltd.
1953 XK120 drop head coupe, white, red vinyl hood lavishly equipped; £1,065.
1953 XK120 fixed head coupe, black, unmarked, numerous extras include Michelin X tyres; £1,025.
1955 model Mark VII M type, registered December '54, immaculate black, fitted overdrive, Michelin X tyres; £1,245; unique guarantee, terms, part exchanges cars or motor cycles.—39/52, Dudden Hill Lane, N.W.10. Willesden 4969. (C4017)
GATHEHOUSE, offer:—
1952 XK120 Jaguar, bronze, moderate mileage. £340.—Gatthous House, Motors, Ltd., Highgate Village, London N.6. Tel. Moutview 4444. (C2021)
CAMDEN MOTORS, Ltd.
JAGUAR Mark V saloon, 1950, very scarce 2½-litre model, a mar. desirable car, finished black with tan leather upholstery, all extras fitted and in excellent mechanical order; £345.
JAGUAR Mark V saloon, 1950, 3½-litre model, bronze, red leather, radio, heater and screen wipers; £345.
JAGUAR Mark V coupe, 1951, another scarce model, and a very immaculate one, heater and radio; £345.
JAGUAR Mark V saloon, 1949, August delivery, 3½-litre model, grey, red leather, one owner; £345.
JAGUAR Mark VII saloon, 1954, 12-200 miles, looks less, heater, radio, etc.; £1,025.
JAGUAR Mark VII saloon, 1955, M type with overdrive, genuine mileage just over 5,000, faultless condition; £1,545.
JAGUAR 2½-litre sports saloon, 1947, with heater, etc., a very nice car all round; £545.
JAGUAR 1½-litre special equipment saloon, 1947, a quick and span car, in first-class mechanical order, heater, disc, long range head lamps, fox and bass-lighter; £395.
JAGUAR 1½-litre saloon, 1940, finished metallic green, quite a smart looking car with high standard of performance, identical body lines and features to the 1947 model above; £235.
JAGUAR 3½-litre saloons, choice of 8 post-war models, 1946 to 1949, all special equipment series with heater, mostly with built-in radio, all moderate mileage cars; from £345.
CAMDEN MOTORS, Leighton Buzzard 2041.—Write for catalogue, showrooms open until 8 p.m. (C1038)
CHC (Jaguar buyers).
1955 M type, finished black with red hide, fitted overdrive, radio, a spotless car that has covered under 10,000 miles.
1955 3 months old, Mark VII, battleship grey, red, radio, overdrive, power aerial, 4,000 miles, immaculate.
1955 XK140 sports, suede green and green, 5,000 miles, as new; £1,295.—262, Kensington High St., W.14. Western 0207. (C7045)
TOLWORTH MOTORS, Ltd.
1955 (August) XK140, fixed head, overdrive, 1,800 miles, as new; £1,525.
1954 (April) XK120 convertible, 18,000 miles, radio, special hood, wire wheels, high axle, superb car; £395.
1954 Mark VII, low mileage, radio, duo colour, immaculate; £365.—Kingston By-Pass, Tolworth, Elmbridge 2254. (C4081)
1948 Jaguar 1½ saloon, exceptional condition.—Jaguar Autocare, Ltd., Southgate St., Winchester, Tel. 4965. (C1010)

JAGUAR

GREAT WESTERN MOTORS.
OFFICIALLY appointed Jaguar dealers.
1955 Mk VII M, fitted overdrive, battleship grey, red hide, as new; £1,295.
1955 model Jaguar Mk VII M, battleship grey, grey hide, radio, overdrive; £1,295.
1954 Mk VII, grey with red hide, low mileage, owner, overdrive; £1,085.
1954 model XK120 d.h.c., beige, red hide, new hood, low mileage, one owner; £1,075.
1953 Mk VII, black, brown hide, fitted radio, well above average; £875.
THE above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee.
4-6-8, Bishopsgate Rd., W.F. Ambassador 1061. (C2069)
KJ MOTORS, Ltd., offer:—
1953-4 Mark VII, black with red leather, fitted H.M.V. de luxe radio, Ace Rumbelshers and badge bar, immaculate car which has been maintained by us almost since new; £895.
1952 Mark VII, dual tone grey and black, with grey leather, one owner car supplied by us; £725.
WIDMORE Ltd., Bromley, Rav. 3456. (6861)
JACK ROSE, Ltd., offer:—
1954 model Jaguar Mark VII saloon in green with green hide H.M.V. radio, one owner, a beautiful car; £395.
1953 model Jaguar XK120 in suede green, tonneau cover, windscreen, new tyres, a well kept car; £245.—Stafford Rd. Wallingford, Surrey, Wall 0677, also High St., Banstead, Burgh Heath 2576. (C3056)
TOM GARNER, Ltd., offer
1953 Jaguar XK120 roadster, grey, many modifications, 17,000 miles; £295.—Tom Garner, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)
H. BEART & Co., Ltd., offer:—
1938 Jaguar 2½-litre saloon, black with green upholstery, excellent value; £165.
1952 Jaguar Mark VII saloon, black with red upholstery, excellent value; £225.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3348. (C1081)
JACK BOND of Vintage Autos.
£595.—1951-2 Mark V drop head coupe, one owner, new engine, magnificent.
£785.—1952 Mark VII, immaculate.
VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8350. (C4079)
ROSE & YOUNG, Ltd. offer:—
1955 Jaguar Mark VII M type saloon, 9,000 miles only, fitted overdrive, as new, black; £1,275.
1955 XK140 fixed head coupe, 1,000 miles only, special equipment model, C type engine, 2in carburetors, wire wheels, as new; £1,595.
1954 fitted radio, one owner, spare unused, as new, suede green; £1,025.
1954 model XK120 drop head coupe, one owner, condition as new, ivory; £295.
1953 XK120 fixed head coupe, exceptional condition, black, £365.—65-69, Strenthold Ave., Breamham Hill, 11 minute, Strentham Hill Station, Tulse Hill 6464. (C3057)
HW MOTORS, Ltd., offer:—
1955 Jaguar series M, Mark VII, overdrive, 15,000 miles only, grey/red, as new; £1,295.
1954 Jaguar XK120 drop head coupe, suede green/green radio, 23,000 miles, £1,025.—Bridge Motor Works, Walton-on-Thames 2494-5-6. (C2042)
CREST OF BOURNEMOUTH offer:—
1951 Jaguar Mk. V drop head coupe, British racing condition, fitted upholstery, every extra, superb condition; £735.
CREST OF BOURNEMOUTH, 14, Westcliff Rd. Bournemouth 792. (C1099)
GUY SALMON AUTOMOBILES offer:—
1955 (June) Jaguar XK140 d.h. coupe special extras include wire wheels, Michelin X tyres, twin exhausts, Radiomobile, 3,900 miles only, one owner, white/red leather; originally cost £1,825; £1,850.
1955 Jaguar XK140 d.h. coupe, maroon/beige leather interior and fawn hood, 6,000 miles, special equipment with C-type engine, 4 wheels Michelin X tyres, immaculate condition; £1,850.
1950 Jaguar Mark V 2½-litre saloon, fawn, nominal mileage, sunshade roof, very good example; £250.—Furness Rd., Thames Ditton, Elmbridge 5551-2-3. (C4001)
DUNCAN HAMILTON & Co. for Jaguars.
1955 Jaguar XK140 drop head coupe, 5,000 miles, fitted overdrive, wire wheels, Michelin X tyres with special tubes, 9-1 compression, twin petrol pump, Continental rear springs, close-ratio gear box, 2in carburetors, 8-oz hand brake, lead-bronze bearings, etc., in absolutely faultless condition, offered at £450 below to-day's price of approximately £2,150.
1955 XK120 hard top coupe, 5,000 miles, suede green with green interior, special equipment model, fitted wire wheels etc., faultless condition; £1,575.
1955 XK140 hard top coupe, 4,000 miles, green with green interior, unmodified, immaculate throughout; £1,495.
1952 Jaguar XK120 roadster, special finish in 2-tone blue with matching interior, fitted loose covers, new hood, modified engine, 9-1 compression, one owner; £745.
1951 Jaguar XK120 20,000 miles, specially finished in satin beige, fitted loose covers, wire deflectors, spot light, fitted mace, Michelin X tyres, unmodified, unpriced, undoubtedly one of the best examples available; £695.
33, High Rd., Byfleet, Surrey. Byfleet 5101 by day and night. (C1091)
1953 (June) Mk. VII, 21,000 miles, grey/gray hide, genuine throughout; £950.—Skindles Garages, Ltd., Maidenhead 896. (C7028)

JAGUAR

PETER BANTOCK, CAR SALES, offer:—
1946 Jaguar 5½-litre special equipment saloon, fitted Ace discs, black with red leather upholstery, exceptionally well maintained and a real specimen; £235.—104, High Rd., Chiswick 2745-5800. (C1014)
WHITEHALL MOTORS OF COVENTRY, offer:—
1955 Jaguar Mk VII type M, overdrive, radio, heater, specially finished in dual grey, leopard-skin seat covers, very low mileage, maintained by us since new.
WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry Tel. Bedworth 3395-6. (C4008)
COOMBS & SONS (GUILDFORD), Ltd., offer:—
1955 Jaguar Mark VII, overdrive (Nov. '54), birch grey/red upholstery, 10,000 miles; £1,155.
1953 Jaguar Mark VII saloon, grey/red upholstery, loose covers, etc., 13,000 miles, one owner car; £825.
NOV. 1954, Jaguar XK140 convertible, black with beige interior, radio, 12,000 miles, excellent condition; £1,295.
NOV. 1953, Jaguar XK120 convertible, beautifully finished in cream with red upholstery, low mileage offer; £925.
1952 Jaguar XK120 2-seater, black/tan upholstery, moderate mileage, very clean condition; £775.
COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Guildford 6297-8-9. (C1057)
CHIPPSTEAD MOTORS, Ltd. (official Jaguar dealers).
April, 1955, white, red leather, C type head etc. dual exhaust, wire wheels, heater, pass lamps, windscreen washers, also hard-top conversion and sliding windows, unmarked.
XK140 1953 standard drop head coupe, black, red leather, Michelin X tyres, as new; £1,475.
XK120 1951 model, Michelin X tyres, recellulosed ivory, new hood, etc.; £595.
1953 model Mark VII black/tan, one owner, host of extras, modified, immaculate condition; £845.
CHIPPSTEAD MOTORS, Ltd. 197, Fulham Rd., Kensington, London. Faxman 0054/7253/7154. (C1046)
1950 Jaguar Mark V, radio heater, a specimen of a car.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. (C4016/1)
CHARLES POLLETT Ltd., Official Jaguar Agents.
1955 (July) Jaguar XK140 2-seater, cream, fitted suicas, genuine 400 miles only; £1,496 (plus list price £1,692).
SHOWROOMS: 18 Berkeley St., W.1. Mayfair 0268.
SERVICE: Works & Stores—Barnesdale Yard off Eglia Ave., W.9. Gunpowder 5536. (C4010)
XK120 1951 model, British racing green, H.M.V. radio, heater, speedometer offer; £725.
HENLYS, Ltd., 1-5, Peter St., Manchester, 2. (C7014)
CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.
Welwyn 481-2-3 offer:—
1954 (model) Mark VII Jaguar, finished black, brown leather, M type modifications, low mileage, immaculate condition throughout; £935; maximum H.P. terms available.
1954 Jaguar XK120 open 2-seater, finished cream, red leather, wire wheels, special equipment, many extras, immaculate condition throughout; £1,095; maximum H.P. terms available. (C1001)
1952 Jaguar Mk. VII saloon, black with tan interior, radio fitted; £250.
PARKERS (MANCHESTER & BOLTON), Ltd., Bradshawgate, Bolton 4090. (C3082)
SIMPSON MOTORS (WEMBLEY), Ltd., English Electric Works Division offer:—
1937 Jaguar 2½-lit. £125; 1950 Jaguar Mark V, immaculate, £545; 1948 Jaguar 1½-lit. heater, radiator, £395.—355, High Rd., Wembley, Middx. Wembley 4422. (C4015)
1937 Jaguar 2½ saloon; £145; 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutview 5226 and 9774. (C4024)
1953 (September) Jaguar Mark VII, radio, heater, immaculate.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7178/0678. (C4016)
1955 (Feb.) Jaguar Mark VII saloon, fitted with overdrive, suede green/green, exactly current model; £1,450.
1954 (May) Jaguar Mark VII saloon, suede green/green, one owner; £1,100.
1953 (Nov.) Jaguar Mark VII saloon, black, red leather, one owner; £995.
1953 (Nov.) Jaguar Mark VII saloon, dove grey/tan leather, lifeguard tubes, loose covers, chauffeur driven; £925.
1951 (May) Jaguar 3½-litre Mark V saloon, black/tan leather, good; £600.
All above covered by three months' guarantee.—Jaguar Motors (Bristol), Ltd., Jaguar Drive, Park Row, Bristol, 1. Tel. Bristol 26304. (0887)
£425.—Jaguar 1½-litre 4-door saloon, 1949, excellent condition and interior, good mechanically, many other cars.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds Holland Park Tube). Shangan, H.P. (C1017)
1955 (Aug.) Jaguar XK140 1/2 hard, British racing green, 3,000 miles only, paint condition; £1,565.
1951 Jaguar XK120, black, fitted detachable hard top, Michelin X tyres, immaculate; £625.
1950 Jaguar Mk. V saloon, black, radio, heater, many other extras; £565; other Jaguars in stock.
University Autos, Reading, Tel. 3566, 16697
£240.—1939, 1½ Jaguar, just completed £130 overhaul by Jaguar agents, new tyres, reupholstered, perfect condition, 30 m.p.h.—Dec. 2018 (4-7.30 p.m.). 16654
1954 Jaguar Mk. VII saloon, battleship grey, fitted with Borg Warner automatic gear, one owner; £1,685.
W. BROWN Ltd. 539, Finchley Rd. N.W.3. Ham 2265. (C1025)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1954 Jaguar Mark VII saloon, birch grey, red leather, 19,000 miles only, one owner. £1,500. (C1063)

1953 Jaguar Mark VII saloon, grey, grey leather, high steering, radio, excellent condition. £975. (C1063)

1951 Jaguar Mark V saloon, grey, red interior, extra, very good condition. £865. (C1063)

PERLESS MOTORS, Ltd., Bath Rd., Slough TW20 2JF. (C1063)

1951 XK120, one owner, reconditioned engine. £625—Anthony Crook, High St., Esher, Tel. 4580. (C1063)

1951 Jaguar XK120, a particularly nice example. £295—Corner Garage, Gorton St., Blackpool, Tel. 26358. (C1063)

1955 Jaguar Mark VII saloon, lavender grey, automatic transmission. £1,450—On variety Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. (C1063)

JAGUAR Mark VII 1952 model, l.h.d., silver grey, low mileage, excellent condition. £625—44, High St., Wimpington Common, S.W.12. Wm. 0796. (C1063)

£765 1952-3 Jaguar Mark VII de luxe saloon, beautiful vehicle, excellent performance, choice 5—Below. (C1063)

£495 1951-1950 Jaguar Mark V 2½ de luxe saloon, most carefully used, only two owners, speedometer records 28,000 whole car magnificent—Below. (C1063)

£395 1951-1949 Jaguar 3½ de luxe saloon, only 3 owners have owned this vehicle, bodywork beautiful, heater, spot lamp, etc., bargain price—Below. (C1063)

£425 1951-1947 Jaguar 1½ de luxe saloon, beautiful bodywork, two owners, specimen condition. (C1063)

LAMIES OF WOOD GREEN (Est. 1897), 100 guaranteed cars, exchangers, hire purchase—421-423, High Rd., Finchley, (East Finchley Underground) Finchley 6222. (C1063)

JAGUAR Mk. VII, 1952, 28,000, excellent condition, grey, rad./h.t., sld./h.d.; £645—20, Reading Rd., Henley 1115. (C1063)

1948 Jaguar 1½ special equipment model, discs, radio, excellent condition; £450 o.n.o.—h.p. terms available—Lar 6294. (C1063)

PRIDE & CLARKE, Ltd.—1952 Jaguar Mark VII saloon, 25,000 miles, radio, heater, one owner; £750—Stockwell Rd., S.W.2. Brixton 6251. (C1063)

1952 Jaguar Mk. VII saloon, silver grey with red interior, fitted radio, £900—Weybridge Automobles, Ltd., Queens Rd., Weybridge 235. (C1063)

1954 XK120, black, red leather, 13,000, Mich. X tyres; £1,125—Holland Park Automobles, Park 2626. (C1063)

1955 XK140 drop head coupe, beige, red leather, 5,000 miles, overdrive; £1,600—Tel. Folkestone 75452. (C1063)

1951 recent complete overhaul, exceptional throughout; £585—R. V. Harvey, Prospect 2173. (C1063)

C-TYPE XK120 Jaguar, B.R.G., fitted overdrive, this car is in superb condition throughout; £1,375—Bradstock Motors, Ltd., Chase Rd., Epsom 5695-7. (C1063)

1955 Mark VII M type saloon, automatic gear box, grey, red trim, taxed year end—Hoffmanns of Leicester, Ltd., 31, London Rd., Leicester, Tel. 6751. (C1063)

1950 Jaguar Mark V saloon, radio, recently overhauled, immaculate; £575—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 5721. (C1063)

1953 Jaguar Mk. VII, radio, heater, one owner, many extras, immaculate; £895—Owen (Hendon), Ltd., The Hyde, Hendon, M.W.2. Tel. Colindale 5185. (C1063)

1955 Jaguar XK140, 1,300 miles, hard top, one owner; £1,595—The Price Office, 107-108, Broadman Rd., South Kensington, S.W.7. Kensington 2477. (C1063)

XK140 fixed head coupe, B.R. green and tan overdrive; list price; immediate delivery—Stanley Goodwin & Son, Ltd., Kidderminster 2204-5. (C1063)

1955 model MK. VII M Jaguar, overdrive, radio, 19,000 miles, excellent condition; £1,225—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 5721. (C1063)

1955 model 2½-litre Jaguar Mark VII M saloon with overdrive, colour British Racing Green with black upholstery, fitted radio, one owner, genuine mileage 8,845, £1,450. (C1063)

JAGUAR XK120 2-seater (December 1950), one owner from new, genuine mileage 34,000, maintained and serviced by Distributors, birch grey, new hood, engine modified 8:1 compression, mechanically perfect; £650—MacVitie, Malvern, Tel. 300. (C1063)

1955 Mark VII M type saloon with overdrive, black, beige trim, 5,000 miles only, one owner—Hoffmanns of Leicester, Ltd., 31, London Rd., Leicester, Tel. 6751. (C1063)

£775—1952 Jaguar Mark VII de luxe saloon, two-tone black and grey/blue, lovely condition throughout; written guarantee; terms, exchanges; trade enquiries welcomed. (C1063)

HAROLD SIMONS, Ltd., 297-301, High Rd., East Finchley, N.2. Finchley 0052-5-4, any time. (C1063)

1951 XK120 Roadster, grey, red and fawn leather, a superb example, incorporates every worthwhile modification and many spares; outstanding value at £895; exchanges, deferred terms. (C1063)

JOHN B. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bayswater 429. (C1063)

1955 Jaguar Mk. VII with overdrive, black, red upholstery, radio, 5,000 miles only, one owner; £1,450—Saal & Slater, Ltd., 44, Alderman's Hill, Palmers Green, N.13. Fox Lane 1066. (C1063)

£229—1951 1½-litre Jaguar sports saloon, good condition, bargain—O.P. (Batham) Ltd., 20, Batham Hill, S.W.12 (100 yds Clapham South Tube), Bath. 1107-9-3. (C1063)

JAGUAR Mark VII, first registered 12.12.1952, saloon, black, brown leather, radio, heater, screen washers, Ace Rimblashers, wing mirrors; £885; or exchange—Velo, Wyvern Rover or Avia. Up-and-down 1955. (C1063)

JAGUAR

£159 1951-Jaguar 3½ drop head coupe, 1939-40, a beautifully maintained car, new tyres and battery, perfect performance; £54 deposit—Hamstead Cars, 176, Finchley Rd., N.W.3. Hampstead 9021. (C1063)

1955 (April 6) Jaguar Mark VII M type saloon, midnight blue, grey leather, overdrive, 5,000 miles only, one owner, as brand new; £1,345—Silverthorne Motors, 11, Filary Square, W.1. Euston 7811. (C1063)

1954 XK120 drop head coupe, black, grey leather, chrome wire wheels, luggage rack, H.M.V. radio, heater, 10,000 miles, Jaguar services, superb condition, one owner; £1,220 June '54 offers—Sho 6235. (C1063)

1955 (January), grey with red upholstery, hydro-matic transmission, radio, 10,600 miles, serviced by Jaguar, perfect condition; £1,375 or offer—Massey, 107, Warren Rd., Birmingham, 28. Tel. Erd 1511. (C1063)

1950 Mk. V 2½-litre, superb condition inside, outside, mechanically, twin speaker radio, heater, screenwash, original tools, instruction manual, 22 m.p.g.; R.A.C. report available; £995 or near offer—Woodstock Road North, St. Albans 4687. (C1063)

1938-9 2½-litre SS100 2-seater, good condition, just had new rear axle, new steering unit, brakes relined and engine overhauled; £215, h.p. arrangement—Mr Otwell, 68, Selby Rd., Anerley, S.E.20. Syd. 5532. (C1063)

1955 Jaguar Mark VII saloon, type M, attractively finished pearl grey, red leather, overdrive, special lower covers, carefully used, immaculate condition, 7,500 miles only, private sale, £1,450—Box 7524. (C1063)

365 m.s.—Jaguar 1947 1½-litre saloon, sliding head, leather radio, heater, discs, carefully used, choice of two; terms, exchanges, list open 2-7 weeks, days and Saturdays—Rowland Smith Hampstead (Tube), Hampstead 6041. (C1063)

1954 (March) Jaguar XK120 fixed head coupe, as brand new, immaculate, wire wheels, etc., authentic mileage, 11,000, one elderly owner now deceased, genuine bargain; £1,125—Speedway Service Station, Weston-super-Mare, 16858. (C1063)

JAGUAR XK120 hard top coupe, 1954 model, one owner, 9,000 miles, unmarked, radio, heater, etc., carefully used, open to any examination, colour grey; £975—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1063)

1950 Mark V Jaguar, finished black, heater taxed, 10,000 nominal mileage, very good condition throughout, any trial, £895; terms, exchanges—Matthews of Stockwell, Ltd., 56-57, Stockwell Rd., Brixton 6555 and 2026. (C1063)

REGISTERED 1947 Jaguar SS100 3½-litre 2-seater, B.R. green, outstanding condition throughout, most attractive; £525; terms, exchanges—Matthews of Stockwell, Ltd., 55-57, Stockwell Rd., Brixton 6555 and 2026. (C1063)

JAGUAR XK120, hard top coupe, 1954 model, one owner, 9,000 miles, unmarked, radio, heater, etc., carefully used, open to any examination, colour grey; £975—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1063)

1955 Jaguar Mark VII Series M saloon, registered June, 1955, mileage 2,000 only, pastel green, fitted with overdrive, whitewall tyres, fitted rubber mats and underseals, as new; £1,500—Clare, 29, Jersey Rd., Hounslow, Middlesex, Tel. 5738. (C1063)

1954 Jaguar Mk. VII saloon, colour black with red leather upholstery, fitted white-wall tyres and Ace Rimblashers in immaculate condition, low mileage; £317 dep. balance £2,985; terms, exchanges—250, Deansgate, Manchester, 3, Blackfriars 5825. (C1063)

XK120 sports, May 1951, B.R.G., very carefully used, unmodified and not raced, fitted with exhaust, new top, wind mirrors, etc., 27,000 miles; £975; terms, exchanges—Tel. Birmingham Highbury 3506, or after 7 p.m. South 3018. (C1063)

THE astounding Berry sports/racing Jaguar, D-type engine, 5 twin choke Weber carburetors, special featherweight XK-type body, one of the fastest cars in existence; faster than C-type Jaguars; new clutch, heavily overhauled, revolved, tested and road tested; Plate or Milan by O. McCude; £1,375; terms, exchanges, laid deposit—Bink 7652. (C1063)

JAGUAR 1951, Mk. V saloon, finished in black, interior upholstered in beige with higher brown piping, this car is without doubt the most impressive Mark V we have ever seen; mechanically it will pass any meticulous examination and hold with guarantee, open to absolutely any trial or inspection A.A. R.A.C.; £695, or terms, exchanges—Tel. Nottingham 74700. (C1063)

1953 (March) XK120 fixed head coupe, finished British racing green with red leather upholstery, 2-type chassis, fitted H.M.V. radio, heater, screen wash, flame thrower and blind, luggage grid, flashers, Michelin X tyres, the whole vehicle in brand new condition, taxed December; £975, with written guarantee—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tel. 2301-2. (C1063)

RUB. 120.—The Ian Appleyard/Dennis Scott XK120 drop head coupe, specially built, June 1953, with 2/4 seats as in XK140; winner Coupe des Alpes, sun-roof, Liebhaf Racing gear, overdrive, superior with green leather; full special equipment including C-type head, 2 spare wheels, large petrol tank, twin exhausts, wire wheels, special strengthened suspension, the ideal rally car; superb performance; excellent condition; £1,075—Appleyard of Leeds, Ltd., North St., Leeds 32731. (C1063)

Jaguar Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Jaguar—Hampstead (Tube), N.W.3. Ham. 641. (W4018/N)

COOMBS & SONS (GUILDFORD), Ltd.—URGENTLY wanted, good condition post-war Jaguar cars, offers appreciated—Portsmouth Rd., Guildford, Tel. 2267. (C1063)

PRIVATELY owned Jaguar—2/145, Streatham High Rd., Streatham 8607. (W2037)

ATE 1955 special equipment Jaguar 140 fixed head coupe wanted, B.R. green preferred, low mileage—Full particulars please to Winton 5400, South Essex. (W571)

Jaguar Cars Wanted

ALMOST new Jaguar required immediately—54, Statham Hill, S.W.2. Tel. Hill 5678. (W4018/N)

MARSTON MOTOR Co., Ltd., four cars, four cars—Tel. Sta 8000, Seven Sisters Rd., Tottenham, N.15. (C1063)

DUNCAN HAMILTON & Co. require good post-war Jaguar cars—33, High Rd., Epsley, Surrey Byfleet 5101 by day and night. (W1091)

WE are interested in purchasing good post-war Jaguar cars—H. R. Owen, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 9050. (W3058)

H. P. EDWARDS are keen to buy good Jaguar cars and will pay excellent cash prices; distance no object—Details please to 28-34, Upper High St., Epsom, Surrey. Epsom 9400. (W2001)

WANTED privately, 1955 XK140 coupe, purchase cash or part exchange 1953 Mark VII saloon, 11,000 miles, immaculate—"Hillside House", Louvain Rd., Derby, Tel. 43822. (W4742)

Jaguar Spares and Service

HENLYS, Ltd.—ENGLAND'S Largest Jaguar Service Station. GREAT West Rd., Brentford. (Haling 5477.)

SPARES and replacement engines for all models from AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7. (C1063)

QUICK completion of repairs. 10563/R. (C1063)

KJ MOTORS, Ltd.—Spares, reconditioned units, Grilling, Radiomobile agents—Bromley, Ravensbourne 3456. (C1063)

R. POWELL MOTORS, Ltd., East London area dealers—Full repair and service available—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (C1063)

PERLESS MOTORS, Ltd., main dealers for Bucks, Hampshire—Jaguar spares, replacement units and repairs facilities—Bath Rd., Slough Tel. 22354. (C1063)

LANCASHIRE specialized sales repair and spare parts service, large stock available—Parkers, Ltd., Broadwate, Bolton (Parkers), and 176, Deansgate, Manchester (Deansgate 4507). (C1063)

JARC

LOOK! The amazing new 4-wheeler coml. utility, L 65 m.p.g., independent suspension, hydraulic brakes; £347 or £116 deposit—See it, try it at Two Strokes, Ltd., Stammer Hill, Middx. Off. 1158-7. (C1063)

JEEP

JEEPS!—Jeeps always available, comprehensive stocks of spares—Autowork, Ltd., Winchester, Tel. 2955. (C1010)

JEEPS private or commercial, all spares—F.W.D. Motors (Little Wick Autom.), 13, St. John's Rd., Hampton Wick, Kingston 4718/248. (C1063)

£120 buys a special bargain—See Metamex, famous for 12 conversions—98b, Belsize Lane, N.W.2. Hampstead 6231. (C1063)

REBUILT Jeeps (full guarantee equivalent to new maker's own vehicle taken part exchange; h.p. terms available—Mansell & Fisher (see Jeep Spares, below). (C1063)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts home and export, 1955 illustrated assembly guide and parts catalogue price 1/-; largest stocks, lowest prices; exchange plan engine, rear box, clutch, etc., noted for all American spares—351-353, High Rd., Slough, London, W.4 Chiswick 1919/6850. (C1063)

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Jeeps—Hampstead (Tube), N.W.3. Ham 6041. (C1018/R)

Jeep Spares and Service

Jeep Service Station, overhauls, repairs, all Jeep spares available; exchange plan, all units—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5765, 4732, 4739. (S8306)

JENSEN

BROOKLANDS wholesale and retail 1956 series Jensen Interceptor saloon and four-door coupe for delivery series Jensen 541 saloon for demonstrations (C1029)

1956 New Bond St London W.1 Mayfair 8551 (C1029)

1953 Jensen Interceptor drop head coupe, black and brown leather; £1,095. (C1094/R)

ALEXANDER ENGINEERING Co., Ltd., Haddenham, A Bucks, Tel. 349. (C1094/R)

JENSEN 4-door saloon, 1942, colour ivory, blue leather interior, any trial or inspection; no reasonable offer refused. (C1063)

CENTRAL GARAGE (BINOLEY), Ltd., Whitley St., Bingley 5556-7. (C1063)

1953 Interceptor, 36,000 miles, overdrive, radio, heater, one owner, superb car; present list price £2,700; £1,195—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Surrey TW20 2AA. (C1063)

JENSEN 1947 4½, litre sports saloon, black overdrive, new tyres, good condition, taxed, £500 o.n.o.; photo, to genuine enquirer—Hockinson, 21, Devonshire Rd., L'pool, 8. Lar. 1824. (C1063)

541—Demonstrations now available anywhere; buy your Jensen from specialists intimately connected with the company since 1936; used Jensens bought and sold—Alexander Engineering Co., Haddenham, Bucks—Tel. 345. (C1094)

JOWETT

WM 1953 Javelin de luxe, grey, red hide, full series III, mileage 20,000, virtually as new and quite exceptional in every way, one of the best Javelins we have offered for a long time; £415; another in stock at £395. (C1063)

1949 Javelin, black, mileage 36,000, superb condition; one of the finest 1949 Javelins we have offered for a very long time; £395—Webb Motors, Ltd., 107, Cranford St., London, W.1 (near Baker St. Station) Welbeck 1139 (6 lines). (C1063)

USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

JOWETT

B J. HUNTER, Ltd., offer:-

1952 Jowett Javelin coupe, series III engine, fitted radio, £485. (C2040)

B J. HUNTER, Ltd., 25, Cricklewood Broadway, B.N.E. 2, Tel. Gladstone 6303. (C2040)

1952 Jowett Javelin saloon, beige with beige interior, oil cooler, specimen, £450. (C2040)

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774, Bottomgate. Blackburn 5084. (C2082)

JOWETT 10/4, 1949, beige, good all round condition, one owner. -Edinburgh Motors, Edinburgh 2150. (C2082)

1952 Javelin saloon metallic grey, red leather, radio heater, £495 -Odeon Motors, Ltd., Bow 1144. (C2082)

1952 Jupiter d/h coupe, a distinguished car in superlative condition: £525. -Smith & Hunter, 578, Kensington High St., W.14. Western 3151. (C2019)

DECEMBER '51 Jowett Jupiter sports, finished, fitted heater, taxed, one owner, whole car in outstanding condition: £445 or terms -Waxford 4091. (C2019)

1952 Jowett Javelin saloon, dark green, beautiful condition: £590 -Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 6692. (C2019)

475 gns.-Jowett Jupiter 1952 super sports 2-seater, leather, radio, heater, screen washers, small mileage; terms, exchanges; list, open 9-7 week-days and Saturdays -Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C2018)

1950 model Jowett Javelin de luxe, beautifully finished in maroon, with natural hide upholstery, fitted heater and spotlamps; the economical 6-seater saloon with sports car performance; £445. -Hillwood Motors, Hill Hill (London) 4232. (C2040)

JOWETT Jupiter, April 1952, turquoise blue with red leather, fitted Phase III engine December, mileage since 7,000, in new condition, untraced and carefully maintained by sole owner. Fitted with extra new leather hood, new tyres and spare unused, any trial. £490. -Tel. Birmingham South 2018. (C2018)

£410 o.n.o. -1952/3 Javelin saloon, very low mileage, ex. modified Series III with oil cooler, extremely clean and original throughout and not in need of overhaul or repair: will appeal to discriminating purchaser; three months' mechanical guarantee; terms to suit owner. -Coachcraft, Elm Rd., Evesham, Tel. 6559. (C1053)

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers. -Highest cash prices for Jowett. -Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1130. Largest Jowett agents in the country, a're in very urgent need of low mileage so-nov 1953 or 1954 full Series III Javelin de luxe. (W4049)

ALMOST new Jowett required immediately. -Streamham Hill, S.W.2. Tulse Hill 2676. (W3016)

Jowett Spares and Service

JOWETT CARS, Ltd. SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars, Batley. (W794/R)

F FAIRMAN & SONS, Ltd., East Surrey distributors. COMPLETE spares for Javelins and Bradfords always in stock; specialised repairs, tuning and service. -Horley, Surrey. Tel. Horley 17. (C0961/R)

KINGSTON - ON - THAMES. -Jowett agents and specialists for sales and service. -W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St. Kingston, Kingston 2241. (S4053)

GORDON CARS (LONDON), Ltd. -Specialist service. All Jowett models; largest spares stock in south. -7-9 Russell Parade Golders Green, N.W.11. Sp 9761. (C1315/R)

JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories. -The Red Circle Ltd., Eastern Arm, Great Cambridge Rd. N.17. Tel. 1906/7553. (C0504/R)

BUNTING'S MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins Bradford and pre-war Jowetts. -Bonnersfield Lane, Harrow. Tel. 6225-6. (C0775/R)

A V. MOTORS, Ltd., Park Rd., Teddington Middlesex. Tel. Kin 0710 and 8613. Jowett agents and specialists, comprehensive stock of spares, 1930-1954 models; over 50 years' Jowett experience. (C0759/M)

GODFREYS, Ltd. -Spares and service for Jowett and Bradford; specialists repairs. -229-234, London Rd., Croydon (Cto 3641-2); Bushwood Corner, Leytonstone, E.11 (Wan 5101-2); 1a, Highgate Rd., Kenilworth, W.5 (Gul 7281). (C0463/R)

KAISER

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists: full list see "American Cars". (C4015)

LAGONDA

BROOKLANDS, wholesale and retail. 1956 models on show and demonstration. (C2040)

1954 Lagonda 3-litre saloon, 6,000 miles, also 9,000 miles. (C2040)

BOTH passed by manufacturers, excellent condition. CARS purchased for cash, confidential terms. (C2040)

103 New Bond St., London, W.1. Mayfair 8351. (C1029)

GUY SALMON AUTOMOBILES, offer:- 1955 Lagonda 3-litre saloon, 13,000 miles only, quite as new: £2,650 -Portsmouth Rd., Thames Ditton, Esherbury 5551-2-3. (C4001)

1938 Lagonda V12 saloon: £395 -Jacquier, Ltd., 225-7, Hammersmith Rd. W.6. Riverside 6677-5. (C2048)

LAGONDA

DAVIES MOTORS, Ltd. (Managing Director J. E. Davies, 20 years' service manager to Lagonda, Ltd.). SEVERAL V12 Lagondas available. (C1080)

1952 2½-litre saloon, one owner, outstanding condition; £1,250. ENQUIRIES invited for other used models. (C1080)

273. London Rd., Staines. Tel. 4211-5. (C1080)

£100 -16/50 special pillarless saloon, excellent general condition, tyres, battery good, seen London. -Box 7636. (C1080)

£190 -Lagonda Raptor 10hp, 4,000 complete overhaul, body sound. -Rove, 169, Regent Rd., Southall, Ess 1558. (C1080)

1936 4½-litre drop head coupe, black, in superb and original condition; best offer secures, owner posted overseas. -Tel. Wokingham 1241. (C656)

LAGONDA V12 1939 saloon, very excellent condition throughout; £395 -Frank Grounds, Ltd., 186, Lichfield Rd., Aston, Birmingham, 6. East 1763. (C659)

J. H. BARTLETT -Lagonda 3½-litre drop head 4-seater coupe, recent overhaul, approximately £200 extras; extremely smart, £135. -27, Fembidge Villas, W.1. Bay 0521. (C1015)

1934 Lagonda 4½-litre pillarless saloon, two-tone grey, red leather, excellent mechanical condition, superb example of this famous breed, any trial; £185. -Tel. Anstey 2225. (C659)

LAGONDA 2½-litre 1952 drop head coupe in Cirsasian blue with new grey plastic hood, in spotless condition throughout and with H.V. radio. Ace Rimbellishers, etc.; £1,550 (new cost £3,700). (C659)

H & C. ROBINSON, Ltd., High St., Gosforth, Newcastle upon Tyne, Lagonda Distributors. 51047. (C659)

1935 3½-litre Lagonda 4-door saloon, black with cheap red, mechanically good, body a little rough for quick sale. -Apply: Newton of Huddersfield, Ltd., Viaduct St., Huddersfield. Tel. Huddersfield 3311 (3 lines). (C694)

1937 Lagonda 4½-litre pillarless saloon, extensively reconditioned by makers in 1947 at a cost of £750, now in very good order, including tyres, fitted radio and other extras; first offer over £225. -Morley, 54, Success Hill, S.W.2. Tel. 468. (C586)

1954 (February) Lagonda 3-litre 2-door sports saloon, finished duo grey, red leather upholstery, fitted radio, heater, twin spot lights, etc., one owner; a really fine example of this marque; to-day's list price, £3,500; now £2,150. -Naylor, 53, Plough Lane, Purley, Surrey. Uplands 0654. (C1098)

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers. -Highest cash prices for Lagondas. -Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years' service manager to Lagonda, Ltd.). Specialists in all aspects of service. -275, London Rd., Staines. Tel. 4211-5. (C0390/R)

LANCHESTER

NORMAN AUTOS. 1939 Lanchester 14 Roadster saloon, immaculate throughout; £295. -Norman Autos, 344-354, Croydon Rd., Croydon. Thornton Heath 4657. (C3089)

STRATSTONE, Ltd., Lanchester distributors. LANCHESTER 14 saloon (May 1953), grey, red leather, £380 -Stratstone, Ltd., 40, Berkeley St., London, W.1. (Mayfair) 4404. (C1045)

SIMPSON'S MOTORS (WEMBLEY), Ltd. English Car Sales Division, offer: Lanchester 14, £125. -355, High Rd., Wembley, W.1. Midland 1922. (C4015)

1954 Lanchester 14 saloon, one careful owner, green, with green leather, guaranteed; £850. -Cannell, Symonds Perivale 4456. (C1037)

1939 11hp sports saloon, one owner, mileage 55,610, in condition £230. -45, Dome Hill, Croydon, Ham. Tel. 2158. (C6950)

1953 Lanchester 14 saloon, one owner, excellent condition; cash price £680 or 26 monthly hire payments £32.15, inc. tax and ins. -CODDEN ENG. CO., Ltd., Codden, Berkhill. Tel. Codden 600. (C6955)

JACK ROSE, Ltd., offer: 1953 Lanchester 14 saloon, black, brown hide, an exceptional car; £795. -Stafford Rd., Wallington, Surrey. Wal 6677. (C3056)

CASS'S MOTOR MART. -1953 Ags. Lanchester 14 saloon, lawn, heater, unblemished, one owner; £775, written guarantee. -5, Warren St., E.1. Bus 4110. (C1040)

G & M ALFRED (1950), Ltd. -1953 Lanchester 14 de luxe saloon, small mileage, superb throughout, written guarantee: £765. -6-7, Warren St., E.1. Euston 3209. (C1005)

1953 Lanchester 14 saloon, one owner, genuine 9,800 miles, Ripco condition; £795. -Ripco, Ltd. (Lanchesters purchased), 16, Albemarle St., Mayfair, W.1. Hyde 2552. (C3052)

LANCHESTER 10.8 de luxe saloon, black, new radiator roof and battery, recently repainted, maintained regardless cost, taxed, Lanchester enthusiast's car; £175 or near offer. -Deller, (day) Pad. 9224 (evenings) Park 5399. (C645)

1953 Lanchester 14 saloon, black, fitted heater, twin spotlamps, seat covers, Ace Rimbellishers, low mileage, one owner, excellent condition throughout; £825. -C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave., Acton. W.5. Tel. Acton 5224. (C6954)

Lanchester Cars Wanted

KIRKWOOD CARS, buy 1939-39 Lanchesters. -78, Streatham Hill, S.W.2. Tulse Hill 1288. (W2037)

ROWLAND SMITH'S, the Car Buyers. -Highest cash prices for Lanchester. -Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

Lanchester Spares and Service

CROYDON. -Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service. -310, derminster Rd., Croydon 5775. (C689)

A ROYCE ENGINEERING, Ltd. -Complete overhaul and engineering service, Lanchester cars, precision gear box; exchanges and 48-hour repairs. -169, Fulham Rd. Chelsea, S.W.3. Kensington 7801. (C237/R)

LANCIA

ENGINES RECONDITIONED, Ltd., offer:-

1939 Lancia Aprilia d.h.c., perfect order; £375. -333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5566. (C1070)

J. H. BARTLETT -Lancia 1955, Grand Turismo, 5,000, many extras, £2,500. Lancia Grand Turismo, 1954, specially tuned, £2,250. Lancia Grand Turismo just checked by Lancia of Rome, superb condition. £1,750. -Pembroke Villas, W.11. Bay 0521. (C1013)

1939 Lancia Aprilia saloon, finished in two colours, maroon/grey with the interior upholstered in grey leather, fitted Andre telescopic shock absorbers, the appearance of this car is far above average and the performance is really excellent, fitted twin windtone horns, chrome pass lamp, etc., genuine 80 plus and 83.35 mph. -Joseph Chaddock & Sons, Ltd., Howley Paper Works, Warrington, Lancs. (C1006)

MILDSTONE ENGINEERING CO., Smethurst St., Pendleton Manchester, 6 Pen 3457. (C3000)

1938 Lancia Aprilia 1452cc engine, beautifully finished in grey metal metallics, blue leather upholstery, oyster hose covers, heater, wind-scraper washers, special pressed steel Michellina wheels; this car has been in few hands and has been lavishly maintained; £395. -Joseph Chaddock & Sons, Ltd., Howley Paper Works, Warrington, Lancs. (C1006)

Lancia Cars Wanted

LANCIA Aprilia wanted, very immaterial. -T. P. Breen, Ltd., High Rd., Whetstone, N.20. Hillside 7741. (C0556/R)

ROWLAND SMITH'S, the Car Buyers. -Highest cash prices for Lancia. -Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

Lancia Spares and Service

LANCIA (ENGLAND), Ltd. -English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialists, using genuine Lancia factory-made spare parts available and supplied at short notice. -For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Perivale 5656). (W0330/R)

LEA-FRANCIS

RAYMOND WAY. RAYMOND WAY, of Kilburn. RAYMOND WAY The Hire-Purchase specialists

1947 Lea-Francis 14½-litre saloon, this car has been described as a specimen, radio fitted, a car for the enthusiast; 399gns. HIRE Purchase terms on the spot with no reference to formalities or guarantors, part exchange your present motor cycle or car; always 200 cars under £300 to choose from. (C404)

RAYMOND W. Y. Canterbury Rd., Kilburn, N.W.6. R. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line). (C049)

CHARLES POLLETT, Ltd. -Sole distributors Lea-Francis, London and Home Counties. SERVICE. -Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5036. (C2011)

1950 Lea-Francis 2½-litre sports; £595 o.n.o. in immaculate. -5, Corporation St., Clitherne, Lancs. (C675)

1950 Lea-Francis sports saloon, 18hp, black, rev upholstery, excellent condition, radio, heater, fog lamps, guarantee 10 years spare parts, £525. -P. Ford, 112, Highlands Heath, London, S.W.15. Putney 5538. (C690)

395 gns. -Lea-Francis 1949 14hp Mark V streamlined saloon, leather, l.f.a., radio, heater, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays. -Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1950 (late) Lea-Francis 2½-litre Mark VII sports saloon, one owner, new engine, Dunlop 1954, many extras, including radio, heater, fog lamp, Ace Rimbellishers, washers, etc., excellent appearance and condition, open to any aspect of examination. -Clayton Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050)

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the Car Buyers. -Highest cash prices for Lea-Francis. -Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

Lea-Francis Spares and Service

LEA-FRANCIS Ltd. SPARES and service for all models from the manufacturer. -Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. (C0302/R)

SPARE and service. -J. C. Alexander, Ltd., 190 Deansgate Manchester. 3 Tel. Den 4795-6. (C0282/R)

CHARLES POLLETT, Ltd. -Lea-Francis distributor for London and the Home Counties, are always open to any aspect of examination. SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266. (C1050)

OFFICIAL Lea-Francis London Service Station Works and Stores. -BARNSDALE Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7. (C0596/R)

LIMOUSINES

A & S Guaranteed Limousines, Specialists for 30 years. Varied selection seven seater cars. ALPE & SAUNDERS (Limousines Purchased) Private Hire Club North Audley Street Mayfair 2941. (C1006)

LIMOUSINE 1951 Mark III pullman, electric partition cloth rear, lavishly equipped, genuine 21,000 outstanding condition throughout; £1,185. (C1006)

LIMOUSINE, privately owned, 1952 leather throughout, genuine 22,000, heater, radio, carefully maintained. £1,195; selection 1952 leather limousines, £1,095. -Victoria Garage, Edgware Rd., Cricklewood, Gladsstone 9029. (C10105)

£195 -1951 Humber Pullman 7-seater limousine, black, heater, face-forward occasional seats and ex one of the latest concerns in the world, the Bank of England; mechanically, body and tyres good throughout and ready to go to work. -King's Motors, 1, St. Helmsley Tel 3532. (C2049)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LIMOUSINES

1933 25hp Rolls-Royce limousines from £395; 21hp Humber, 21hp Austin 7 passenger, leather, £125; 1939 18hp Austin 7, leather, £450—Lawton-Goodman, 135, Crickwood Broadway, N.W.2. (C1205)

CAMDEN MOTORS, the limousine specialists, offer a comprehensive selection of all limousines, Austin, Daimler, Humber, Rolls-Royce, Armstrong Siddeley and all others. See special advert, Used Car Exchange supplement. (C1035)

1955 Humber 7, 1937, 7-seater limousine, heater, face-forward occasional division, dis. excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 5041. (C4015)

1952 Humber, leather throughout, private; £1,095. Rolls-Royce 25hp sweet-tail 1931 Park Ward; £245. Hooper 1934, excellent throughout; £465. Packard 1937 Super Eight, carefully maintained, opportunity; £265.—Victoria Garage, Edgware Rd., Crickwood, Glaston 3029. (C1105)

LINCOLN

On all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., Great West Rd., Brentford, Tel. Ealing 4505-9. (1947/R)

Lincoln Cars Wanted

SIMPSON MOTORS (WEMBLEY), Ltd., the Lincoln buyers. Wembley 8691/5905. (W4015/R)

MERCEDES

H. C. PAUL, Ltd.

1954 Mercedes 300 de luxe saloon, Servo brakes, radio, mileage 14,000, one owner, new condition, £2,475—32, Bruton Place, Berkeley Sq. W.1, Mayfair G81-2. (C3040)

Mercedes Cars Wanted

WANTED Mercedes type 320, 230 or 220 saloon.—Box 7651. (5657)

MERCEDES-BENZ

WORKING MOTORS.

MERCEDES distributors Surrey and Sussex.

190SL coupe, 2,000 miles, several extras, available.

300SL coupe, 3,000 miles, black, leather.

EXCHANGES, terms.

WORKING MOTORS, Maybury Hill Garage, Woking 4877-8. (C4057)

TAYLOR & CRAWLEY offer:—

1954 (late) Mercedes-Benz Type 180D (diesel), 45mpg, radio, beautifully kept; £1,395.

HYDE PARK CORNER, 55, Grosvenor Crescent, Mews, S.W.1, Tel. Sloane 5213. (C4031)

JOHN S. THROSCOTT, Ltd., for Mercedes-Benz.

ONLY the best second-hand examples are offered: three 1955 Type 220A saloons available; most new models for immediate or very early delivery, including one or two at pre-Budget prices.

JOHN S. THROSCOTT, Ltd., for Mercedes-Benz—173, Westbourne Grove, W.11. Bayswater 4274. (C4035)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1955 Mercedes-Benz 300SL sports coupe, knock-on wheels, 2,000 miles, only £3,375.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Surrey, Guildford 6247-8-9.

NEW and unregistered 170 diesel; £1,395.—Mansfield Autos, Ltd., 44, Pittway St., London, W.1. Euston 2587. (C3001)

MERCEDES-BENZ model 300SL silver grey, 13,000 miles.—Metcalfe & Mott, Ltd., 290, Old Brompton Rd., S.W.5. Frenam 5471. (C3064)

1954 Mercedes-Benz, type 300B, de luxe saloon, black, red leather, one owner, many extras, Roy Galway, Ltd., 21, Farm St., W.1. Gro. 4747. (C6025)

1939 Mercedes 340 cabriolet, l.h.d., well maintained, good condition, excellent appearance, overdrive all gears, 4 new tyres, 2 spare wheels, radio; offers over £160.—Box 7738. (C6025)

1951 Mercedes-Benz, 24,000 miles, type 170B, extras include radio, seat covers, Kieper front seat, spot lamps; £825.—Dobbs, 79, Lonsdale Rd., S.W.13. (C6016)

1955 (September) 220A Mercedes-Benz saloon, virtually new, 1,500 miles, colour blue, radio, taxed; £1,975 (10-day's rest over £2,000).—A. F. W. Ltd., Falcon Works, London Rd., Isleworth, Middlesex (Hounslow 011). (C2015)

MERCEDES-BENZ SPARES AND SERVICE

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales service and spares.—33, Camberwell Hill Rd., G.E.S. Tel. Reilance 7691. (10962/R)

MERCURY

On all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., Great West Rd., Brentford, Tel. Ealing 4506-9. (1948/R)

M.G.

SLOOMBERG, Ltd.

1954 M.G. Magnette, green, superb mechanical condition and appearance, fitted heater, Ace Rimbellishers, spot lamps, wing mirrors; £810; unique guarantee; terms, part exchanges, cars or motor cycles.—30-32, Dudden Hill Lane, N.W.10, Willesden 4869. (C4017)

SLOOMBERG, Ltd.

1953 M.G. TD, unmarked grey cellulose, spotless interior; £825, unique guarantee; terms, part exchanges, cars or motor cycles.—30-32, Dudden Hill Lane, N.W.10, Willesden 4869. (C4017/1)

CLUBMAN AUTO, Ltd.

1947 M.G. TC, black with red leather, luggage rack, many extras, excellent condition; £355.

138—142, High Rd., Tooting, S.W.17. Bal. 5484. (C1095)

M.G.

JACK BOND of Vintage Autos.

£195—M.G. 1940 2.6 saloon, magnificent.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 3330. (C4079)

H. A. SAUNDERS, Ltd., offer:—

1955 M.G. Magnette saloon, grey, maroon upholstery, radio, heater, recorded mileage 14,700; £895.

H. SAUNDERS, Ltd., 836-842, High Rd., N.12. Hillside 5272 (8 lines). (C3027)

CHIPSTEAD MOTORS, Ltd., offer:—

1953 TD, many extras, ivory/red, low mileage; £545.

95mph 1950 TD, engine rebuilt to 1,495cc, specially tuned, capable of 95mph, green; many extras; £425.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/723/7154. (C1046)

PARADE MOTORS (MITCHAM), Ltd., offer:—

1947 M.G. TC, cream and green, fitted with works reconditioned engine, luggage carrier, good tyres, excellent condition throughout; £355.

1947 M.G. TC, black and green luggage carrier, etc.; £355.

1933 M.G. 32, red; £125.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 5339. (C5036)

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1934 M.G. Magnette, sports, £125; 1950 M.G. saloon, £495—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1946-7 TC, many extras, strongly recommended; £335.—Tel. Bedford 65311. (7009)

HI-POWER—(with carburettor conversions give amazingly improved performance.

HIGH road rear axles now available for the new M.G. Magnette; send for data and road tests.

ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. 345. (C1094)

M.G. 8hp PA 4-seater; £125 o.n.o.—Wood, 36, Wheatash Rd., Addlestone, Surrey. (6728)

1955 M.G. Magnette saloon, green, one owner, genuine 7,000 miles, new; £675.

1953 (July) M.G. 1½, saloon, grey, one owner, genuine 20,000 miles; £610.

1948 (April) M.G. 1½, saloon, grey, one owner; £395.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275/6. (6776)

1954 (Nov.) TF M.G., 14,000 miles, absolutely as new.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. (C4916)

1955 (Sept.) M.G. Magnette, black, maroon upholstery, under 3,000 miles; £590.—Box 7731. (6272)

£225—M.G. PA 2-seater, red, beautiful car.—Tel. Ful 6957, ex-minister.

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. (C3016)

M.G. Magnette, works mileage.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Belgrave 3721. (C5036)

1949 M.G. TC, one owner, 24,000 miles, excellent condition; £395.—Salmons Garages, Ltd., Temple Bar 3338. (C4029)

BEARDS OF KINSTON, M.G. specialists; sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3546. (1062/R)

1939 M.G. TA, grey, carefully kept, replacement batteries 1941, new hood, screen, £260.—Farnborough, Kent 4848. (C5178)

1953 TD sports Stage II tuned, immaculate; £495.—Mansfield Autos, Ltd., 48, Flixey St., London, W.1. Euston 2587. (C3001)

1939 M.G. 2-litre drop head coupe, exceptional condition throughout, £285; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Horney, Mountview 5229 and 5774. (C4054)

1955 Magnette, low mileage, perfect throughout, £395.—Morley, 54, Sireatham Hill, S.W.2. Tel. 4488. (C5016)

1954 (May) 90, 11,000 miles, as new; £1,095.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C5016)

1947 M.G. TC 2-seater, black/red upholstery, new engine, splendid condition, £315.—Jordan White & Co., Ltd., Gerrards Cross 2077-8. (6871)

1956 M.G. Magnette, grey, 200 miles only, taxed; £925.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 5451-2. (C3011)

M.G. TA 1937, new engine, carbs, reconditioned parts, smart condition, 30 mpg; £210.—4, Breckton Drive, Worsley, Manchester. Wal. 2145. (6732)

1950 series V M.G. in tip-top condition, fitted heater; £525.—Bridges Motor Works (Leicester), Ltd., Abbey Lane, Leicester. Tel. 61978. (6597)

1954 M.G. Magnette, maroon, one owner, Motorola radio, heater, last year, spare unused; £850.—36, Nottingham Place, W.1. Welbeck 0542. (5694)

1955 Magnette saloon, grey, 2,000 miles, unblemished; £950.—Taylor, 24a, Portland Place, London, W.1. Tel. Wembley 7662 or Langham 6063. (6597)

1953 M.G. TC, green, one owner, 17,000 miles, Undersall, radio, loose covers, trafficators, etc., outstanding condition, £530; H.P. arranged, private—Rippleway 4424. (6737)

1938 1½-litre M.G. saloon, grey, silver wheels, blue interior, extremely good order; £170.—Seymour & Clements, Ltd., 28, Watford Way, Hendon Central, N.W.4. Hendon 2146. (6591)

1934 ED Occasional Four coupe, genuine £120 spent last 12 months, unfortunately must sell, tax & insured, what offers?—48, Stephen Rd., Barnetbury, Kent. Tel. Bexleyheath 6546. (6846)

M.G.

1955-6 M.G. Magnette 4-door saloon, tan and leather, 3 tyres, wonderful performance with ample seating, almost £100 under list price; £895.

VARY MOTORS, 472, A'chway Rd., Highgate, N.6. Mountview 5039 and 5048. (C4074)

695 gns.—M.G. Midget 1955 TF1500 2-seater, red, red leather, luggage carrier, twin headlights, screen washers, sipp tonneau, one owner, small mileage, spare unused; terms, exchanges.—Rowland Smith, below.

575 gns.—M.G. Midget, late 1954, TF 2-seater, green, green leather, passport, unused spare, very carefully used; terms, exchanges.—Rowland Smith, below.

495 gns.—M.G. Midget, 1953, TD 2-seater, one owner, unused tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

465 gns.—M.G. 1950 model 1½-litre sports saloon, two-tone green, sliding head, leather, heater, twin headlights, screen washers, carefully used; terms, exchanges.—Rowland Smith, below.

425 gns.—M.G. Midget, 1950, TD 2-seater, P.V.C. hood, excellent condition; terms, exchanges.—Rowland Smith, below.

345 gns.—M.G. Midget, 1947, TC 2-seater, twin headlights, excellent condition, spare, very good list; open 9-7 week-days and Saturday.—Rowland Smith, Hampstead (Hampstead Tube). Farnham 6041. (C4018)

1937 M.G. VA saloon, sunshine proof, just restored, sprayed grey with blue wheels, very sound body, good tyres, well above average example, an attractive car at £225.—Ace of Spades, Kingston-Bus, Elmbridge 6402. (C2050)

1938 1½-litre M.G. open 4-seater; this car has been stored since 1947 when the engine was reconditioned; coachwork unmarked and tyres good, honest and side curtains recently replaced; part exchanges.—Reynolds, 32, Castle St., Cambridge. (7031)

M.G. TF 1500 2-seater, literally in brand new condition, fitted radio, heater, new lights and winches, chromium luggage carrier, sipp tonneau, total cost new March, 1955, £260; accept quick sale £495; or part exchange good saloon car.—Gouldford 6252 (6258)

£495—Magnificent M.G. 1½-litre de luxe saloon, only one owner, just had comprehensive overhaul costing £125, including reconditioned engine not yet run in, new clutch, overhauled gear box, brakes, steering, etc.; this vehicle fitted many extras, is outstanding and wonderful value at this price.

AMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley, (East Finchley Underground), Finchley 6222. (C3052)

M.G. 1½ saloon 1949 (1951), one owner, black with M. fine gold line, Jackalls, twin horns, Ace Rimbellishers, recently decarbonised, brakes refitted, new shock absorbers, very good condition, spare, owner bought larger; price £435.—Full details from the Headmaster, St. Piran's School, Maidenhead, Tel. 316. (6554)

RONALD KENT (COACHBUILDERS), Ltd., offer 1954 (September) M.G. Magnette, maroon with beige upholstery, genuine 6,000 miles, original special finish to paintwork; this is our Managing Director's own car and is in brand-new condition throughout; fully guaranteed for 6 months; £250.—12, Seymour Rd., off Walton Rd., East Molesey, Tel. Molesey 2541 up to 9 p.m., including week-ends. (6833)

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.10. Ham. 5041. (W4018/R)

SLOOMBERG, Ltd.

WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10 Willesden 4869. Nearest Underground, Dollis Hill Stn. (W4017)

M.G. 2-seater required, 1956, red preferred.—81, Alresford Rd., Winchester. (W1010)

JACK ROSE, Ltd., require M.G. Magnette and TF cars.—Stafford Rd., Wallington, Surrey. Wal. 6877 and Burch Heath 2376. (W3056)

CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash.—138-142, High St., Tooting, S.W.17. Bal. 3494. (W1005)

C.N.K. MOTORS urgently require M.G.s, particularly VA, TA, TB and TC models.—353, Finchley Rd., N.W.3. Hampstead 5712. (W1052)

H. A. SAUNDERS require post-war saloons for cash or part exchange.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

URGENTLY required 1947-55 M.G. 1½ saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275-6. (5830)

WANTED, nearly new M.G. Magnette, distance no object; details and price.—Green & Zonia, Ltd., 246, 252, Deansgate, Manchester, 5. Tel. Deansgate 3255-6. (W2028)

H. C. EDWARDS are keen to buy good M.G. cars and will pay excellent cash price, distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (W2005)

M.G. Spares and Service

TOULMIN MOTORS

OFFICIAL stockists

SPECIALIZE in M.G. and M.G. cars only, repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1955; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and socket sets with full range of M.G. spares always in stock; we specialize in racing spares; write or tel.

TOULMIN MOTORS, 341, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2216 and 345. Open all day Saturdays and Sunday morning 10 a.m. to 5 p.m. (10349/R)

V replacement parts, new and used; valves, springs, guides, gaskets, rod springs; brake linings and cables; blades 1 and 1 in Laystall-Lucas cylinder heads, petrol tanks, fold-flat windcreens, and exhaust systems; stamp new list.—159-161, London Rd., Kingston 5621-2. (S1071)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. Spares and Service
UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro 4141. (10504/R)

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamo, leaf springs, wheels, hub, vertical drive assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station). S.W.18. Liberty 5053. (10435/R)

MORGAN

1953 Morgan Plus Four 2-seater, Vanguard engine, b.c. with black leather, excellent condition; £535.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. (10435/R)

NOVEMBER 1937 Morgan 4/4, specimen car; £265; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2850. (102035)

Morgan Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hamstead (Tube), N.W.3 Ham 6041. (W4018/R)
S LOMCOMBES, Ltd. (W4018/R)

WE urgently require Morgans of all models since 1937.—Dudden Hill Lane, Widenand, N.W.10. Widenand 4869. Nearest Underground, Dollis Hill Stn. (W4017)

PRIVATE buyer requires low mileage Vanguard engine 4-seater, 2-seater considered; full detail; Pilot, Hurst House, Kingsley, Cheshire. (16509)

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Bentley, 161, Gt. Portland St., W.1. Landham 7753. (10514/R)

MORRIS MINOR

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer.— (10342)

1955 Morris Minor 2-door de luxe saloon, black with red upholstery, heater, mileage 2,600; one owner, immaculate condition; £390. (10342)

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (10342)

ELM AUTO SALES offer:—
1952 Morris Minor, green with beige interior, superb order, looks like new; £465. (102067)

ELM AUTO SALES, 28-30, Abbotsbury Rd., Morden, Mitcham 7122. (102067)

DAGENHAM MOTORS, Ltd. (102067)

1954 Morris Minor de luxe saloon, 2-door, grey, 4,400 miles; £555. (10342)

56 Park Lane, W.1, Hyde Park 4666; 374, Ealing Rd., Alperton, Middx, Perivale 3589; and 6, 8 and 12, Bangley Rd., Catford, S.E.6. Rither Green 4821. (10342)

RUSSELL MOTORS offer:—
1955 Morris Minor 2-door de luxe, with screen washers, wing mirrors, etc.; £545. (10342)

RUSSELL MOTORS (KNIGHTBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 5238. (10342)

TOLWORTH MOTORS, Ltd. (10342)

1955 Minor 2-door de luxe, 3,000 miles, as new; £575. (10342)

1955 Minor de luxe traveller's car, immaculate; £650.—Kingston By-Pass, Tolworth, Elmbridge 2254. (10342)

H BEART & Co., Ltd., offer:—
1955 (May) Morris Minor 2-door saloon, black with beige upholstery, genuine 3,000 miles; £545.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3548. (10342)

WARKWICK WRIGHT, Ltd., offer:—
1955 Morris Minor tourer, green with green upholstery, 13,000 miles; £545. (10342)

WARKWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (10342)

C.M.I. CAR SALES (Pri. 6623) offer:—
1953 Morris Minor 2-door saloon, black, taxed year; £435. (10342)

THREE months guarantee, terms; list on application.—Swiss Cottage Finchley Rd., N.W.3. (10342)

C.M.I. CAR SALES (Pri. 6623) offer:—
1954 Morris Minor 4-door de luxe saloon; £550, choice of seven. (10342)

THREE months guarantee, terms, list on application.—Swiss Cottage Finchley Rd., N.W.3. (10342)

1954 Morris Minor 4-dr., Clarendon grey, 7,000 miles; £555. (10342)

1955 Morris Minor 2-dr. blk/red, 8,000 miles; £560, exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction), Bat. 5252. (10342)

1948 Morris Ser. E saloon, fastidiously maintained, guaranteed; £325. (10342)

G. W. WILKIN, Ltd., 1, Weston Park, Kingston, K.N. 6104. (10342)

1952 Morris Minor 2-door saloon, many extras; £435.—Putney 2770. (10342)

1951 Morris Minor tourer; £395.—Montrose Motors, Epping New Rd., Buckhurst 1171. (10342)

1954 (Oct.) Morris Minor 2-door, black, one owner, low mileage, immaculate; £510. (10342)

BRENT CROSS GARAGE, Hendon Way, N.W.4. Speedwell 1196. (10342)

1950 Morris Minor tourer, £365; 3 months guarantee, terms and exchanges. (10342)

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (10342)

1954 Morris Minor saloon, 2-door de luxe model, black leather, 10,000 miles only; £515. (10342)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. (10342)

MORRIS Minor de luxe, 1955, underused, 2,300 miles, as new; £650.—Tel. Tulse Hill 7145. (10342)

MORRIS MINOR

MORRIS Minor 1955 Traveller's car, heater, radio, seat covers and other extras; £640.—Wembley 1444. (10342)

55-56 Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3165. (10342)

JUNE, 1955, Morris Minor, 5,000 miles, 4-door saloon; £575.—Cavendish Motors, Cavendish Rd., N.W.6. Wil. 0046. (10342)

1950 Morris Minor saloon, guaranteed; £390.—Oxford, 586, Kensington High St., W.14. Wes. 6651. (10342)

1955 Morris Minor saloon, 6,000 miles; £515, terms, exchanges.—45, Shirehall Park, N.W.4. Hendon 1648. (10342)

MORRIS Minor tourer 1952 (Sept.); £400; 26,000 miles, heater, rubberseal, one owner.—Tel. Tudor 6110. (10342)

1952 Morris Minor 4-door de luxe saloon, heater, loose covers, excellent condition throughout, guaranteed; £695. (10342)

G. W. WILKIN, Ltd., Lion Gate, Hampton Court, G. Middlesex, Mol. 6109. (10342)

1953 Morris Minor, convertible, ohv, black, heater; £425.—Silverline Motors, 11, Fitzroy Square, W.1. Euston 7811. (10342)

1953 Morris Minor 4-door de luxe, very small mileage, clarendon grey; £495.—Cranmore, Ltd., Tel. 2040 Putters Bar. (10342)

1950 Morris Minor 2-door saloon, fawn, excellent condition, taxed, bargain; £375.—L. F. Dove, Ltd., Guildford Rd., Woking. (10342)

1954 2-door saloon, ohv, heater, property of original owner; £500.—W. Butcher & Sons, Ltd., Ross-on-Wye, Tel. 2440. (10342)

1954 Morris Minor Traveller's car, 20,000 miles, fitted heater; £585.—Gardner & Co. (Hendon), Sunny Hill 3559 and 0080. (10342)

1954 (Dec.) Morris 2-dr. saloon, black/red, heater, overriders, 4,000 miles for private sale; £415.—Wes. 8251, Ex. 135, after 6 p.m. (10342)

1949 (Oct.) Morris Minor tourer, maroon, 18,000 miles, owner going abroad; £325.—14, Vint Crescent, Colchester. (10342)

Morris Minor Traveller's car de luxe, grey, red leather, heater, 10,000 miles; £630.—Bechinnor, 6, Hawke Rd., Heston, Cornwall. (10342)

1955 Morris Minor 2-door de luxe, black, red, work mileage, Smith & Hunter, 378, Kensington High St., W.14. Tel. Western 2512. (10342)

1952 (October) Morris Minor convertible, green, one owner, small mileage, excellent condition; £425.—Dunlop & Co., Ltd., Morris Agents, Huddersfield. (10342)

BARROW-IN-FURNESS.—1954 Morris Minor saloon, blue, red, leather, heater, specimen, guaranteed; £535; terms, exchanges, 1955 Morris 8, 1899, series E, 4-door saloon, £165-355, High Rd., Wembley, Middx. Tel. Wembley 4422. (10342)

1955 (July) Morris Minor de luxe 2-door saloon, Enpire green leather, heater, rimbushers, 1,300 miles, as new; £585.—Tel. Bournemouth 2020, evening. (10342)

TWIN carburetor conversions h/c head and high ratio rear axle give amazing performance; send for data and road tests; demonstrations, h.p. terms; part exchange. (10342)

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 543. (10342)

1952 model Morris Minor convertible, one lady owner, good condition, any trial; £365; exchanges, h.p.—11, Perrywood, Prestwich, Manchester. (10342)

1955 (June) Minor 2-door saloon, 5,000 miles, black one owner, virtually new; £535; terms, exchanges.—Richards & Carr, 35, Kilmington St., S.W.1. Sloane 5424. (10342)

1952 Morris Minor convertible, motorola, radio, wing mirrors, windscreen washers; £450.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3165. (10342)

1954 (November) Morris Minor saloon, one owner, immaculate throughout; £515; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd. Ashford Middx. Tel. 2850. (10342)

1955 Morris Minor 2-dr. saloon, 5,000 miles, £540.—British & Colonial Motors, Ltd., 15/14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station), Temple Bar 3588. (10342)

PRIVATE sale 1951 Minor tourer, thoroughly checked, present owner 2½ years trouble free motoring, new car forces sales; £595.—Blackburn, 162, Finchley Rd., N.W.3. Hampstead 1144. Evenings and weekends. (10342)

1954 Morris 2-door saloon, new engine, twin carburetors, h/c head, high ratio rear axle, Servo steering, rad. blind, temp. gauge; £530.—Seen Bedford Garage, Summerland St., Exeter. Tel. 73633. (10342)

425 gns.—Morris Minor, 1952, convertible, one owner, small mileage, exceptional; terms, exchanges; list open 9-7 week-days and Saturdays.—Row and Smith, Hampstead (Hampstead Tube). (10342)

1950 Morris Minor 2-door, in excellent condition, body sound, mechanically exceptionally good. (10342)

1955 Morris Minor saloon, delivery mileage only; choice of black or clarendon grey with cherry red upholstery; £199 dep., balance h.p.; exchanges.—Milton Motors, 253, Desingate, Manchester, 3. Blackfriars 5625. (10342)

1950 Morris Minor saloon, taxed, clean, good; £365; trade enquiries welcomed; terms and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). (10342)

11,000 miles, 1954 de luxe 2-door Minor green; £535.—Eustace Watkins, Ltd., 12, Berkeley St., W.1. Mayfair 3951, 399, London Rd., Crystal Palace Heath 4283, or 12, Chelsea Manor St., S.W.3. Flaxman 5181. (10342)

PRIDE & CLARKE, Ltd.—1955 Morris Minor 2- and 4-door saloons; 3,000 miles, heater, from 1954; 11,000 miles, heater, 4,400; 1950; 1955 convertible, heater, £419.—Stockwell Rd., S.W.9. Brixton 6251. (10342)

MORRIS MINOR

1954 Minor de luxe saloon, suede green, one owner, spare unused, Underused, 13,070 miles, also lately as new, taxed, £535; 3 months written guarantee, terms, exchanges.—C. N. K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712. (10342)

Morris Minor Cars Wanted

R ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris Minors.—Hamstead (Tube) N.W.3 Ham 6041. (W4018/R)

BARROW-IN-FURNESS.—New Car Valuing Service, Greenacre St. Tel. Barrow-in-Furness 5.—We purchase all post-war models, low mileage, cars and vans at highest prices. (10342)

1953 Morris Minor convertible with any engine required; also one 1949 side-valve saloon.—Alphas Garage, Westgate, Chichester. Eastgate 327. (10342)

MORRIS EIGHT

S. G. A. MOTORS (KENSINGTON), Ltd., want one exclusive, in Morris 8, offer:—
series E 2-door de luxe saloon, choice of two. £345. (10342)

1947 series E 4-door de luxe saloon; £395. (10342)

1939 series E 4-seater tourer, outstanding condition. £250. (10342)

1938 2-door de luxe saloon; choice of 2 from £160. (10342)

1938 4-seater tourer, outstanding condition; £175. (10342)

1937 4-door de luxe saloon; £165. (10342)

1937 4-seater tourer; £165. (10342)

AND other saloons and tourers in stock. (10342)

EVERY car is thoroughly checked in our works and is guaranteed for 3 months; hire purchase and exchanges. (10342)

S. G. A. MOTORS (KENSINGTON), Ltd., Morris 8, Specialists, 10, 13 and 14, Alston Mews, Grosvenor Rd., S.W.3. 15 minutes Gloucester Rd. Tube Western 3106. (10342)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1937 Morris 8 utility; £45; 1938 Morris 8 4-door saloon; £165-355, High Rd., Wembley, Middx. Tel. Wembley 4422. (10342)

£335.—Morris E type 2-door de luxe saloon, 1947 model, many extras, very low mileage; 1949—Pad 2015-6. (10342)

325 gns.—Morris 8, 1948, de luxe saloon, grey, sliding head leather, excellent condition; terms, exchanges.—Rowland Smith, below. (10342)

225 gns.—Morris 8, 1899, series E 4-door saloon, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below. (10342)

145 gns.—Morris 8, 1950, series E tourer, passenger new hood; terms, exchanges.—Rowland Smith below. (10342)

145 gns.—Morris 8, 1950, tourer, excellent condition; choice of 7 Morris 8s, terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6941. (10342)

Morris Eight Cars Wanted

PRIVATELY owned Morris 8.—3/143, Streatham Hill, Rd., Streatham 1607. (10342)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hamstead (Tube), N.W.3 Ham. 6041. (W4018/R)

MORRIS TEN

1939 (model) Morris 10 series M saloon, black, brown interior, heater and fog lamp, very nice condition; £235.—Robbins, East Putney, Tel. 7881. (10342)

Morris Ten Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hamstead (Tube), N.W.3 Ham. 6041. (W4018/R)

MORRIS TWELVE

£397.—Morris 12/4 1934 saloon, good condition, sound body.—Hamstead Cars, 176, Finchley Rd., N.W.3. Hampstead 9021. (10342)

MORRIS FOURTEEN

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1938 Morris 14 saloon; £115-355, High Rd., Wembley, Middx. Tel. Wembley 4422. (10342)

1938 Morris 14 saloon, reconditioned, two owners, £200.—Taylor, 35, Radnor Walk, Chelsea, Flaxman 2057. (10342)

MORRIS COWLEY

1955 (September) Cowley, grey, 1,400 miles, heater, Underused, as new; £735.—Spring Park 1514. (10342)

MORRIS OXFORD

BENTALLS, Ltd. (10342)

1954 Morris Oxford de luxe, blue with red upholstery, with heater; £695.—Kingston-on-Thames, Kingston 1001. (10342)

CAR MART, Ltd. (10342)

1953 Morris Oxford saloon, heater, black with red upholstery; £555. (10342)

CAR MART, Ltd., 252, Streatham High Rd., S.W.16. Streatham 0054. (10342)

A1 at Browns (10342)

1955 Morris Oxford Traveller's car, green, heater etc., 4,000 miles; £850. (10342)

1954 Morris Oxford Series II saloon, black with red interior, heater, 1955; £695.—J. BROWN, Ltd., 350, Finchley Rd., N.W.5. W. Ham. 2294. (10342)

1952 Morris Oxford saloon, grey, one owner, immaculate; £470. (10342)

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (10342)

1951 Morris Oxford, black, leather, immaculate condition; £435. (10342)

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573 and 7679. (10342)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD
MEBBS & MEBBS, Ltd. (Est. 1895), offer:—

1952 (Oct.) Morris Oxford saloon. Clarendon grey, maroon upholstery, loose seat covers, heater, spotlight, moderate mileage, one owner, well maintained, excellent throughout. £525.—The Broadway Mill Hill, N.W.7. Tel. ME 2040. (C3012)

1954 Morris Oxford, 16,000 miles, one owner, fitted heater, almost as new; £395.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7 North 442. (C1036)

1952 Morris Oxford, beautiful condition; £485.—Jack Pomeroy (Automobiles), 395, Hendon Way, N.W.4. Tel. MA 611-2. (C3005)

1953 Oxford saloon, black, red leather, heater, one careful owner, guaranteed; £550.—Campbell Symonds, Wembley 6262. (C1037)

AZ MOTORS offer 1954, immaculate, one owner saloon, 15,000 miles, as new; £565.—Palmerston Rd., N.W.6. Tel. MA 4723. (C1011)

1956 series Morris Oxford Estate car, delivery mileage; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010)

1954 series 1 Morris Oxford saloon, black, heater, perfect condition, 3 months' guarantee, £525.—Wilsons, 34, Acre Lane, Brixton 4011. (C4065)

£395—Morris Oxford saloon, 1949, black, beige interior, heater, one owner, immaculate condition.—St. Agnesham Rd., N.W.5. Hampstead 7164 (6947)

1952 Oxford, heater, one owner, excellent example, genuine bargain; £445; terms, exchanges.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Sloane 5424. (C3045)

1955 grey Morris Oxford saloon, red upholstery, 6,000 miles, registered May, £725.—Hillside, Colington Grove, Beamin. Tel. Cooden 149 after 6 p.m. (6919)

1954 Morris Oxford, low mileage, one owner, de luxe radio, as new; £695.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185. (C3096)

1954 (registered December '53) Morris Oxford saloon, black with heater, one owner, beautiful condition; £485.—Rivers Motors, Ltd., 73-75, Albany St., N.W.1. Euston 6994. (1957)

1952 (October) Morris Oxford de luxe saloon, grey interior, one owner, extremely nice condition; £495.—Garage Service, Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 6692. (C2019)

1953 Morris Oxford de luxe, heater, leather, spot lamp, many extras; £545.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185. (C3096/1)

TANKARD & SMITH, Ltd., offer 1953 Morris Oxford, grey/red leather, low mileage, heater, one owner, immaculate condition; £545; 3 months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4801. (C4062)

465 ins.—Morris Oxford, October, 1952, saloon, grey, red leather, heater, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1952 (late) Morris Oxford saloon, grey, leather, heater, first-class appearance and mechanical condition, one owner, who was most fastidious in the care and service of this car; £485; written guarantee, terms, exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, W.2. Finchley 0329-3-4, anytime. (C4065)

Morris Oxford Cars Wanted
GARDNER & Co. (HENDON) will buy your Morris Oxford.—Sunny Hill 3359 and 0050. (W2074)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.9. Ham. 6041. (W4018/R)

MORRIS SIX
PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1950 Morris Six saloon, maroon, red upholstery, in really exceptional condition; £295.
PHENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey, Vigilant 1121. (C3044)

1953 Morris Six, grey, heater, radio (H.M.V.), small mileage, beautiful condition; £490.—6, Green Ave., N.W.7. Mill 4625. (6990)

£444—1951 Morris Six de luxe saloon, spotless condition, just like new; speedometer records 22,000; bargain price.
LAMES OF WOOD GREEN (Est. 1897)—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. (C2052)

1950 Morris Six, new engine, immaculate; £365.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185. (C3009)

1950 Morris Six saloon, maroon, leather, Regency covers, radio, heater, other extras, 35,000 miles, immaculate inside and outside; £450 o.n.o.—Rickman's 29th St. (6940)

Morris Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Morris.—Hampstead (Tube), N.W.9. Ham. 6041. (W4018/R)

MARSTON MOTOR CO. for your Morris, Tel. Sta 8000, Seven Sisters Rd., Tottenham, N.15. (0098/R)

MORRIS, the official stockists, for spares, service and repairs.
TEL. LANCETER ENGINEERING CO. Ltd., 39-43, Edon St., Kingston-on-Thames, Kingston 8191-6. (0917/R)

MORRIS genuine spares and special service in the West End.
S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. M15 1931. (0562/R)

KINGSTON - ON - THAMES—Morris agents and specialists for sales and service.
G. W. WILKIN, Ltd., 1, Weston Park, and 98, Edon St., Kingston, Kingston 2241. (64053)

FOR Morris service, contact Morris specialists.—W. T. Macon & Co., 2, Ley St., Ilford (Tel. Lf. 0961). (0471)

LARGEST and quickest spares service in the South of England—Bewsons Garages, Ltd., Reading. Tel. 4436. (0206)

R. HARDY & SON, 55, Marlborough High St., W.1. Experience for many a century, complete overhauls and coachwork, our speciality; exchange engine units; spares and accessories.—Wel. 1101. (0565/R)

NASH
SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars." (C4015)

1951 Nash Statesman, blue and cream, radio, heater, excellent condition throughout; £595.
A. CRES AUTOS, Ltd., 10 & 11 Asot Parade, S.W.4. Tel. Macaulay 2211-2. (C1002)

Nash Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Nash buyers. Wembley 8691/3905. (W4015/R)

OLDSMOBILE
OLDSMOBILE Show model Rocket 88 4-door saloon, 10,000 miles only.
OLDSMOBILE 1951 holiday coupe, Rocket engine, finished in black and red, every extra. £965.—Alex Cowley (Automobiles), Ltd., The American Car Specialists, 15, Warren St., London, W.1. Euston 2565 or 1143. (C1111)

Oldsmobile Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3905. (W4015/R)

OPEL
MAYNOR MOTORS, Ltd., Opel distributors, buyers of all models, comprehensive ranges of spares, exchange engine and unit service.—1-6, Southampton St., Southampton, Tel. 23266-24944. (0526/R)

Opel Spares and Service
LANCASHIRE and North Wales distributors for sales, service and spares.
FRIEDMAN, Ltd., Grosvenor Garage, Burnage, A Lane, Manchester, 19. (0515/R)

PRIDE & CLARKE, Ltd., Opel stockists; quotations, e.o.d.—Stockwell Rd., S.W.9. Tel. C251. (82066/R)

REPAIRS—Parts, universal joints, wings, seal covers, £4/10; guaranteed engines, suspensions, cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 2647. (84100)

PACKARD
SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars." (C4015)

1948 right-hand drive Packard Clipper, radio, heater, black; £550; terms welcome. Flagman 7639. (C1106)

1951 Packard 200 right-hand drive sedan, black, radio and heater, 19,000 miles, £1,200.—Hounslow 2554. (6763)

1937 Packard Super Eight saloon, very good condition throughout.—J. Dodson, Ltd., Backville Garage, Middlesex Rd., Bexhill-on-Sea, Tel. 2362-5. (6703)

1953 Packard Clipper, radio and heater, 11,000 miles, blue; £950.—Joe Thompson (Motors), Ltd., 91-95, Fulham T., South Kensington S.W.3. Kensington 4658. (C4028)

PACKARD Straight Eight, 4,720cc engine new and still boxed as received from U.S.A. Customs, etc., paid—Offers to Brookmeyer Motor Co., Ltd., 418, Ecclesall Rd., Sheffield, Tel. 61442. (6914)

LIMOUSINE 1937 Super Eight, 3-abreast occasional, excellent mechanically, meticulously maintained, exceptional throughout; model, Victoria Garage, Edware Rd., Crickwood, Gladstone 5029. (C1103)

1949-50 series Packard 4-door saloon, sedan, excellent mechanical order, new tyres, well maintained special order model; terms, exchanges; £695.—Cathedral Garage, St. Faiths Lane, Norwich Tel. 25878. (6021)

PACKARD Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Packard.—Hampstead (Tube), N.W.9. Ham. 6041. (W4018/R)

LEONARD WILLIAMS & Co. Ltd.
PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0191/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Packard buyers. Wembley 8691/3905. (W4015/R)

JOE THOMPSON (MOTORS), Ltd., require Packards.—91-95, Fulham Rd., S.W.3. Kensington 4658. (W4028)

PACKARD Spares and Service
JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4658. (84028)

LEONARD WILLIAMS & Co. Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0469/R)

PEUGEOT
MAYDAY MOTORS, Ltd.
PEUGEOT Distributors.

1955 new models available, saloons and shooting brakes.
MAYDAY MOTORS, Ltd., Mayday Rd., Croydon, Thornton Heath 3473-4-5. (0976/R)

1955 Peugeot 203 model saloon, indistinguishable from new, very low mileage, loose covers, heater, overdrive, etc.; £650.

1954 Peugeot 203 model saloon, same equipment as the above, one owner, nominal mileage; £695.

LSO full range of new 403 and 203 models available immediately.

L.M.B. MOTORS, The Peugeot distributors for East Dorset, South Wilt and West Hants.
142, Boscombe 33267. (C3090)

NEARLY new Peugeot 1955 Type 203 Chateleine estate car, the roomiest and most economical obtainable; £650, exchange, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173 Westbourne Grove, W.11. Baywater 4274. (C4035)

PLYMOUTH
SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars." (C4015)

Plymouth Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Plymouth buyers. Wembley 8691/3905. (W4015/R)

PONTIAC
1952 Pontiac r.h.d. heater, radio, in excellent condition throughout.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8670. (C4016)

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars." (C4015)

Pontiac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3905. (W4015/R)

Pontiac Spares and Service
FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7254-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. (0617/R)

PORSCHE
COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. 2561. Specialists in Porsche repairs and service. (0529/R)

1955 (Jan.) Porsche 1500, fixed head coupe, one owner, total mileage 15,000, metallic silver, taxed, £1,500; also another 1951 saloon 1954 (April), £1,350, including a recinnole colour to choice.—A.F.N. Ltd. Falcon Works, London, Rd., Isleworth, Middx. (C2015)

Porsche Cars Wanted
PRIVATE purchaser needs low mileage 1,500cc convertible or might consider hard-top; lowest cash price please.—Box 7722. (6848)

RACING CARS
SEE under "Jaguar" for the Berry sports/racing car.

1955 Lister Bristol sports, B.84 engine, disc brakes, just overhauled, ready to race; £1,595.—Tolworth Motors, Ltd., Kingston By-Post, Tolworth, E. Mbridge 2254. (C4061)

COOPER'S GARAGE (SURREY), Ltd., of Surbiton (Tel. Elmbridge 3546) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc sports cars. (0841/R)

RAILTON
A.1 MOTORS (LONDON), Ltd.—1940 Stratton saloon, black, brown leather upholstery, fair condition; £170.

1938 Fairmile drop head coupe, excellent condition, all aluminium body panels by Coachcraft; £245.

1937 light tourer, 4-5-seater, in very nice condition, one owner since new; £225.—Tate Gallery 0192 and Vandyke 5181. (0333/R)

£395—Railton 28hp drop head coupe, 1946 model (confirmed by Hudson Motors), fitted radio, heater, loose covers, tonneau cover, etc.; bills can be produced to show that over £700 has been spent on this car in the last 18 months, including 4 works replacement engine; terms, exchanges.—Jack Roberts, 13b, Craven Rd., W.2. Pad. 2015-6. (6936)

GOOD Railton required immediately.—G. Edwards, 118, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

RENAULT
RENAULT cars spare parts, repairs and service.—Renault Ltd., Western Ave., Acton, W.3. Acton 4656. (0421/R)

NORMAN AUTOS.
RENAULT stockists; delivery from stock.—Norman Autos, 344-354, London Rd., Croydon, Thornton Heath 4657. (C3069)

1951 Renault 750 de luxe saloon, smoke grey, charming little car; £345.

ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. 343. (C1094)

1955 Renault 750, 4,200 miles, maker's guarantee; £540.—White, 212, Chislehurst Rd., Orpington. (8990)

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873. Established 1909; offer:—

1955 Fregate 2-litre saloons, black or grey, used only for demonstration purposes, taxed, £350 each; another unregistered, new, £299.

1955 750 de luxe saloons, black or grey, demonstrators, sun roof and loose covers; £525 and £530 each.

1946 12hp saloon de luxe, black, taxed; £225. (C4070)

1952 Renault 750, fawn with red leather, one careful owner, immaculate; £385.—Campbell Symonds, Perivale 4456. (C1037)

1955 750, only a few weeks old, as new, £555; terms, exchange.—Rudds, Renault Agency, Adjacent Central Station, Worthing 7773/4. (6793)

1939-40 Renault 6-cylinder coupe, first registered 1946, in very nice condition; £255.—Jacquie, Ltd., 225-7, Hammermith Rd., W.6. Riverside 6677-8. (C2043)

£295—Renault 700, 1950, recon. engine, 5,000 miles mechanically excellent, taxed, roof-rack, spotlight, etc. Part exchange; terms.—Douglas, 110, Crickwood Broadway, N.W.2. Gladstone 8906. (6901)

Renault Cars Wanted
WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. (W4070/R)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Renault.—Hampstead (Tube), N.W.9. Ham. 6041. (W4018/R)

Renault Spares and Service
GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff and service.—Tel. 70531. (0911/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

J. JAMES, Ltd., offer:—

1955 Pathfinder, maroon, beige upholstery, bucket seats radio; £1,175.

1955 Pathfinder green, green leather, 14,000 miles, excellent condition; £1,150.

1952 1½-litre, silver grey, one owner, in good condition; £850.

J. JAMES, Ltd., 55-56, Pall Mall, S.W.1. Trafalgar 7511. (C628)

1950 Riley 2½-litre; £535.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8674. (C4016)

H.W. MOTORS, Ltd., offer:—

1950 Riley 2½-litre saloon, radio and heater, excellent condition, 2 owners; £555.—Bridge Motor Works, Walton-on-Thames 2405-5-6. (C5042)

MAYFAIR COUNTRY CARS offer:—

1955 (July) Pathfinder, new condition, fitted Motorola radio; £1,175.

1953 (June) RME 1½-litre saloon, grey, red leather, taxed; £775.

1953 (Feb.) RME 1½ saloon, black, brown leather, taxed; £775.

1952 saloon 2½-litre, British racing green, Motorola radio, taxed; £695.

1952 saloon 2½-litre, black, red leather, H.M.V. radio, taxed; £695.

1950 saloon 2½-litre, H.M.V. radio, British racing green, red leather; £675.

1947 (Dec.) 2½-litre black saloon, taxed; £425.

EVERY car 3 months' written guarantee, any make of car taken in part exchange, easiest of terms.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. (C3008)

BOON & PORTER, Ltd.—Distributors.

1955 Pathfinder saloon, black, green bucket seats, 5,500 miles, excellent; £1,145.

1946 (Sept.) 1½-litre saloon, black, green leather upholstery, well maintained; £865.

CASTELNAU, S.W.13 (Hammermith Bridge). Riv. 4444. (C1022)

GORDON & GYNN (The Riley Centre).

£225.—1937 1½-litre Lynx open 4-seater sports. Beautifully perfect and smart.

H.P. terms, 5% deposit and balance over 18 months on all our cars.

GORDON & GYNN, 79, Cadogan Lane, Sloane Sq., S.W.1 (2 mins. Sloane Sq. Tube). Tel. 8326. (C2075)

BUY SALMON AUTOMOBILES offer:—

1952 (September) Riley RMP series 2½-litre, heater and demister, black/tawn leather, genuine 22,000 miles only by one Riley enthusiast, superbly maintained; £1,255.—Portsmouth Rd., Toxteth Division, Embury 551-2-5. (C5001)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English car sales division, offer:—

1935 Riley 9 Monaco saloon; £35.—355, High Rd., Wembley, Middlesex. Tel. Wembley 414015.

1936 Riley 9 Merlin sports saloon, knock-out price to clear; £100 or £35 deposit.—Below.

1936 Riley 1½-litre Kestrel Sprite sport saloon, unworn tyres, good battery, Scintilla ignition, outstanding condition; £65 or £35 deposit.—Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 6484.

1953 series 2½-litre saloon; £755.—Sharnwood Motors 55, Uxbridge Rd., W.5. Ealing 1475.

1955 (July) Riley Pathfinder, genuine 5,000 miles, extra, including radio; Ripco condition; £1,215.

RIPCO, Ltd. (Rileys purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. (C3052)

1947 2½-litre Riley, black, excellent condition; £450 o.n.o.—10, Brompton Farm Rd., Strood, Kent. (C6913)

1951 Riley 2½-litre saloon, 44,000 miles, heater, etc., good condition; bargain; £510.

Box 7752. (C6973)

1950 Riley, immaculate throughout, low mileage, extras, spare; £550.—20, Queens Walk, Croydon, Blackpool. (C6754)

CLARKE & SIMPSON, Ltd., Riley sales and service, offer one of the largest selections of guaranteed used Rileys in the country.

1954 1½-litre saloon, black/grey, red leather; choice of 2 from £695.

1953 2½-litre saloons; choice of 2, green and black, from £465.

1951 (January) 2½-litre Roadster, autumn red; beige leather, 28,000 miles; £595.

1949 (January) 2½-litre saloon, bronze, red leather; £455.

49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. (C1048)

1955 Riley 1½-litre saloon, black, maroon leather, heater, one owner, genuine 9,000 miles, as new; £950.

1954 (July) Riley 1½-litre saloon, grey, maroon leather, fitted with car radio and heater, one owner, genuine 15,000 miles, as new; £925.

1952 (May) Riley 2½-litre saloon, black, red leather, heater and heater, 8,000 miles, as new; Model Riley 1½-litre saloon, ivory and red, heater and heater, one owner; £615.—Gibson Sports Cars (Kew) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275-6. (C6775)

£585.—1951 Riley 2½-litre de luxe saloon, only 2 owners, immaculately maintained, beautiful throughout.—Below.

£565.—1950 Riley 1½-litre de luxe saloon, absolutely immaculate, only one owner, the finest we have had.

LAMBS OF WOOD GREEN (est. 1897); 100 guaranteed used cars in stock, free purchase.—421-423, High Rd., Finchley (east end) bus stop. (C2062)

1950 Riley 2½-litre roadster, black, beige leather, 37,000 miles; £475.—Moore's Garage, Osterley, Surrey. Tel. 353.

RILEY

1949 Riley 1½-litre saloon, green, one owner, low mileage, perfect; £495.—Bradstock Motors, Ltd., Chase Rd., Epsom 5696-7. (C1030)

395 (Sept.) Riley 1947 1½-litre saloon, black, green leather, heater, very good condition; terms, exchange.—Rowland Smith, below.

245 (Sept.) Riley 1938 Adelphi saloon, sliding head, leather, overdrive, excellent condition; terms, exchange; best open 4-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C6418)

1954 (July) Pathfinder, 11,000 miles, as new; £1,035.—Tolworth Motors, Ltd., Kingston Wy. Fasa, Tolworth, Elmbridge 2254. (C4031)

1955 (September) Riley Pathfinder saloon, 2,600 miles only, grey, red leather, heater and radio, showroom condition; £1,125.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1034)

G & M (FRED'S) (1956), Ltd.—1948 Riley 1½-litre saloon, low mileage, superb order.

6-7, Warren St. W.1. Euston 3809. (C1005)

1950 (Dec. 48) 3-seater roadster 2½-litre, in green radio and heater, excellent throughout; £495.

Terms available, Yorkshire.—Box 7641. (C6522)

1952 2½-litre saloon, one owner, heater, superb condition; £645.

Richards & Carr Ltd. 35, Kinnerton St., S.W.1. Sloane 5424. (C3045)

1952 Riley 1½-litre, heater, radio, one owner, 56,000 miles, (3 cars kept), taxed, tyres, nearly new; £600; hire purchase arranged.—East Knolly 371, Wilts. (C6911)

1955 (March) Riley Pathfinder saloon, maroon, guaranteed in excess of 5,000, as new; £1,125.—Apply Mrs. Williams, "Pv. d'rs." Option Heath Chatter, Tel. Chester 2678.

1955 Riley Pathfinder saloon, 6,000 miles; £1,195.—C-Brill & Co., Ltd., 134, Upper St., Martin's Lane, London, W.C.2 (ad. Leicester Square Tube station). Temple Bar 3588. (C1027)

1951 Riley 2½-litre drop head coupe, extremely smart appearance, fitted radio and heater; £595.—Cox's Motors (Leicester), Ltd., 11-15, Condit St., Leicester. Tel. 60519. (C1059)

1949 Riley 1½ saloon, black with green leather, in beautiful condition throughout; £525.—Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1036)

1955 Riley Pathfinder, 8,000 miles, in immaculate condition throughout and indistinguishable from new; £1,150.—Sidney Marcus, Ltd., 33, Scane St., S.W.1. Tel. Beignia 3721.

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 5146-7 (0446/R).

1936 37 Riley 12hp Kestrel saloon, above average condition; £180 or £60 deposit, balance 2 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (C4071)

1948 (August) 2½, cream and black saloon, red leather, H.M.V. radio, heater, taxed, our owner since 1949, all new tyres, really superb condition; £485.—Speedsters, Ltd., Horley (Surrey) 426, until 10 p.m. (C4020)

1½-litre Riley 1950, black, brown leather, heater, rad. blind, special carpets and soundproof underflooring, condition of engine and chassis excellent, original owner selling; £570.—Buckley, 53, Sevenoaks Rd., Orpington 27134. (C6921)

RILEY 2½ (August, 1952) black saloon, 50,000 miles, radio, heater, new tyres, new battery, new relined brakes, any inspection, expertly driven and maintained, unmarked; £650.—Jones, 21, Radnor Mews, W.2. Paddington 2715. (C6814)

1955 Riley Pathfinder, maroon, red leather upholstery, brand new condition, £280 below list price, extra, including fitted H.M.V. radio, car speaker, rear window demisters, little used by owner now buying Aston; £1,100.—Tel. Northampton 51740 between 9 a.m. to 5 p.m. (C6972)

Riley Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

WANTED, nearly new Riley 1½, 2½-litre, distance no object.—Green & Zonle, 244-252, Deansgate, Manchester. 3. Tel. 3325-6. (W2029)

CLARKE & SIMPSON, Ltd., wish to purchase 1955 Riley Pathfinder and 1954-5 1½-litre, 49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. (W1048)

URGENTLY required, 1947-55 Riley 1½ and 2½-litre saloons.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275-6. (R681)

H. F. EDWARDS are keen to buy good Riley cars and will pay excellent cash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 6012. (W2005)

Riley Spares and Service

BEARDS, 102, London Rd., Kingston. Kingston 3348. (W079/R)

HARTLEY'S for Rileys, spares and service.—165-171, Stansfield Rd., Forest Hill, S.E.23. Forest Hill 2244-5. (W2046/R)

ARCOT ENGINEERING, Ltd.—Preseller gear boxes, A exchanges and repairs.—169, Fulham Rd., S.W.3, Kensington 7301 and 7321. (W2046/R)

ASK Coventry Motor Mart, Ltd., and be sure you get genuine Riley spares or specialist repairs.—Write Whitley Depot, London Rd., or 'phone Coventry 2146-7. (W0448)

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carriers, Lane, Highgate Rd., London, N.W.5. Tel. 8446. (W0962/R)

RILEY distributors for 25 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Jones's Agencies, Ltd., High St., Leamington Spa. Tel. 67. (W083/R)

ROLLS-ROYCE

J. B.

JACK BARCLAY Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Marney Rd., May 7444 (open until 4 p.m.). (C1052 R)

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RIPPON BROS., Ltd.

THE Northern Bentley and Rolls-Royce specialists, always have a good selection of used Bentley and Rolls-Royce cars in stock.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines).

LEES, Bradford, Sheffield

BENTALLS, Ltd.

1939 Rolls-Royce Wraith, black with tan upholstery; £1,425.—Kingston-on-Thames, Kingston 1041.

CAR MART Ltd.

1937 Rolls-Royce Phantom III Hooper 7-seater; limousine, occasional seats, black with beige upholstery; £395.

CAR MART, Ltd., 163 Bromley Rd., Croydon, S.E.6. Cither: Green 1001. (C1059)

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1954 Ward, finished in a very attractive colour scheme of grey and blue with blue hide upholstery, fitted with many extras, one owner, first registered June, 1932 miles.

1948 limousine by Freestone & Webb, an immaculate car, finished in black and cream, first registered April.

WE are interested in the purchase of Rolls-Royce cars and we invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 9060. (C3052)

P.B. Ltd., offer:—

1938 25/30 Hooper owner-driver saloon, semi razor-edged, with boot, immaculate condition, low mileage.

1937 30/35 Thrupp & Maberly owner-driver saloon, semi razor-edged, low mileage.

1935 20/25 H. J. Mulliner owner-driver saloon with boot, black, brown leather, a very pretty car.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. (C3055)

BOON & PORTER, Ltd.

1936 25/30hp owner-driver saloon, with big boot, maintained R.R. expert, H.M.V., a magnificent car; £950.

CASTELNAU, S.W.13 (Hammermith Bridge). Riv. 4444. (C1022)

JACQUIER Ltd., offer:—

1937 25/30 Gurney Nutting semi-razor-edge with drop d.v.ion, excellent condition; £735.

1937 P.H. Park Ward sedan, radio, heater, cocktail cabinet, numerous other extras, black; £825.

1936 20/25 Thrupp & Maberly owner-driver saloon with drop d.v.ion, excellent history; £695.

1935 20/25 Hooper sports saloon, believed under 40,000 miles; genuine; £695.

1935 20/25 Windover owner-driver saloon; £545.

1933 Thrupp & Maberly owner-driver saloon, recent engine overhaul; £495.

SEVERAL others in stock.—Jacquier, Ltd., 225-7, Hammermith Rd. W.6, Riverside 6677-8. (C2045)

MANN ROBERTSON & Co., Ltd.

1953 Rolls-Royce Freestone & Webb saloon, black with blue leather upholstery, 14,000 miles.

MANN ROBERTSON & Co., Ltd., 14, Berkeley St., W.1. Hyde Park 2975. (C2006)

A & S

1937 30hp, Thrupp, swept tail, three abreast occasion, privately owned, above average condition; £695.

PHANTOM II, 1954, ride control, 7-passenger limousine, wide face forward occasional, six wheels, driven by very good driver, 43,000 miles.

PHANTOM II, 1938, Windover limousine, swept tail, electric drive, 70,000 miles, privately owned, 8300.

LIFE & SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. (C1006)

CREST OF Bournemouth offer:—

1939 Rolls-Royce Wraith owner driver R/R saloon by Mulliner, superb appearance and condition; £1,569.

1936 Rolls-Royce 20/25 by H. J. Mulliner close coupled saloon with division; £775.

CREST OF Bournemouth, 14, Westfield Rd., Bournemouth 7160. (C1089)

CHIPSTEAD MOTORS, Ltd., offer:—

£575—1955 most beautiful H. J. Mulliner sports saloon, radio, heater, demister, disc bumpers, pass lamps, etc., black, beige, exceptional condition.

£465—Mulliner 25hp 1935 sports saloon with boot, ride control, bumpers, heater, etc., bargain.

30hp 1936 2nd hand coupe, very attractive, £675.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington London, S.W.5. Flamingo 0052/725. (C1046)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE
JACK BOND OF VINTAGE AUTOS.

The pre-war Rolls-Royce specialists.

£395—Rolls 25, 1933/4, saloon, magnificent condition.**£1,275**—Rolls 25, 1933/4, saloon, magnificent condition.**VINTAGE AUTOS**, 105, Queensway, W.2. Tel. Bayswater 5655 and 6350. [C4079]**GUY SALMON AUTOMOBILES** offer—**1935** Rolls-Royce 25hp owner-driver sports saloon by Hooper, sunshine roof, good condition; £550.—Portsmouth Rd., Thames Ditton, Esherbrook 6551-2-3. [C4001]**SWANMORE GARAGE, Ltd.**, Bournemouth.**£695**—Rolls-Royce 20/25 saloon by James Young, exceptional condition.**£645**—Rolls-Royce 20/25 by Thrupp & Maberly, extremely pretty car.**£245**—Rolls-Royce 20/25 1937 Replica, radiator needs rechroming. Exchanges, guarantees, terms.**SWANMORE GARAGE, Ltd.**, 1175-1190, Christchurch Rd., Bournemouth (Southbourne 43354). [C4024]**K NIGHTSBRIDGE MOTORS, Ltd.**, offer—**1936** delivery Rolls-Royce PII Continental SK chassis fitted with delightful 4-seater 2-door sports saloon by Hooper, excellent history.**1937** delivery Rolls-Royce 25/30, fitted with unique razor-edged sedan de ville, coachwork by Windover, basket finish below waist line, outside carriage lamps, beautiful condition.**1937** delivery Rolls-Royce PIII, fitted with superbly contoured sports saloon by Gurney Nutting.**1939** delivery Rolls-Royce PIII, fitted with streamlined convertible coachwork by Park Ward, very small mileage.**1** Roberts Motors, Lowndes Pl., Belgrave Sq., London, S.W.1. Sloane 4066. [C4036]**DENHAM GARAGE (ESHER), Ltd.**, offer—**1950** Rolls-Royce Silver Whraith owner driver saloon, superb condition throughout, full history available, genuine 35,000 miles only from new, finished in very attractive dual grey celinone; this car was first registered in August, 1950, and is offered at the very reasonable price of £2,995, part exchanges and deferred terms.—High St., Esher, Surrey. Tel. 2681. [C1100]**HARRIS, Hearnes, Hearnes**, From £1450 complete, brochure available.**A** LINDERS (COACHBUILDERS), LTD., Station Approach, Cow Church, Richmond 1161.**L** IMOUSINE 1931, swept tail, 25hp Park Ward, forward occasional, exceptional opportunity; £245.**L** IMOUSINE 1934 Hooper 25hp, wide occasional, carefully maintained, excellent mechanically; £465.**Victoria Garage**, Edgware Rd., Cricklewood, 3029 Gladstone. [C1105/1]**JACK OLDING & Co. (MOTORS), Ltd.**, official Rolls-Royce Bentley retailers, offer:**1951** Silver Whraith touring limousine by Freestone & Webb, black and silver.**1951** Silver Whraith touring limousine by H. J. Mulliner, blue and grey.**1948** Silver Whraith 4-door owner-driver saloon by James Young, one owner.**1939** 25/30 Barker 4-door saloon, sunshine roof, black.**AUDLEY HOUSE**, North Audley St., W.1. Mayfair 5245. (Opp. 1117 P.M.). [C5030]**MASCOT MOTORS, Ltd.**, the firm with service after sales offer the following—**1939** Rolls-Royce Whraith 7-seater limousine, forward occasional, leather throughout; £1,575.**1938** 30hp Barker semi razor-edge sports saloon; £270.**1936** 20/25 Croall 3-door dash head coupe; £650.**1934** 20/25hp Park Ward owner-driven saloon; £350.**1933** 20/25hp Thrupp & Maberly sedan de ville with boot; £350.**AND** many others undergoing reconditioning.**237**—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C5030]**ROLLS-ROYCE Phantom III** limousine, body by Hooper, late property of eminent titled person, for trial and inspection at**CENTRAL GARAGE (BINGLEY), Ltd.**, Whitley St., Bingley 3556/7. [C546]**1930** Phantom II, large estate boot, plus trailer, 40,000 miles; £270.—Rosewarne, Ackworth School, York. [C6717]**1937** (November) 25/30hp Windover Sedan de Ville, black, excellent condition; £750.—Ronsdale 2151. [C6762]**1933** Rolls-Royce 20/25 Park Ward saloon, first-class condition; £375.—University Autos, Reading, Tel. 2568. [C6675]**1938** maintained, condition perfect, one owner, new over £1,000.—Box 7392. [C5635]**20/25** 3rd head coupe, one owner, immaculate, £495.—Roxborough Motors, Ltd., Bournemouth, Nerts, Rodenden 2927. [C5701]**ROLLS-ROYCE 20/25** limousine (7-seater) 1934, engine overhauled; £375.—Light Car Co. (Quality Cars), Derby 43653. [C6053]**1934** Rolls-Royce 20/25 sports saloon with boot, engine recently overhauled, excellent condition; £575.—Vidler, 43, Crawford St., W.1. Pad 4015. [C6666]**EDWARDS & Co. (BOURNEMOUTH), Ltd.**, Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [C4815]**£695**—1936-7 30hp Rolls-Royce sports saloon, very attractive bodywork, excellent condition throughout, will pass any trial or examination.—Below**£525**—1935 Rolls-Royce 25hp sports saloon, a beautiful chassis, drive it yourself, you'll love it.**LAMBS OF WOOD GREEN** (est. 1897): 100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley, East Finchley Underground, Finchley 6222. [C3020]

ROLLS-ROYCE

1939 Whraith limousine by Park Ward, forward seats, mileage 42,000, and all models at bargain prices.—Gardner & Co., St. Peter's Rd., W.6. Riverside 7644. [C6824]**20hp** Windover tourer, reg. 1929, OX152, generally good condition, hood, side screens, hood, rear tonneau cover, £325.—Western Motor Works, Chesham, Tel. Poots Gray 1122. [C6719]**1930** Rolls-Royce 20/25 Thrupp & Maberly, owner-driven saloon with division, good clean coachwork, new tyres, splendid runner; £150.—Gordon White & Co., Ltd., Gerrards Cross 3077-8. [C6997]**1935** Rolls-Royce 25hp Barker Sedan saloon de ville, very fine condition throughout, £500.—Sands Burnham, Bucks, Tel. 1084-6. [C6001]**1932** Rolls-Royce 20/25 limousine, black with beige leather interior, face-forward occasional, taxed; £365.—Garage Service Co., Ltd., 1013, Finchley Rd., Couders Green, N.W.11. Speedwell 8692. [C6219]**1951** Rolls-Royce Silver Whraith Park Ward 4-light limousine, electric division, forward occasional, left-hand steering, column gear change, owned by ambassador, lavishly equipped, mileage only 18,930; £3,375. [C6101]**1949** Rolls-Royce Silver Whraith H. J. Mulliner Sedan de ville, electric division, face-forward steering, column gear change, owned by ambassador, mileage 48,750; £1,550. (January). [C6101]**1933** Maberly, owner driver sports saloon with boot; £195.**GEOFFREY NEWMAN & Co.**, 569, Euston Rd., London, N.W.1. Eus. 4466. [C5025]**1936** Rolls-Royce 25hp owner-driver 4-door 4-light saloon with large boot; superlative condition throughout, one owner, also 1934 model, similar specification; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C6101]**1937** Rolls-Royce Phantom III, full 7-seater, face-forward occasional, remarkable car, only used between '37-'39, total mileage 21,000, immaculate condition.—Taylor & Crawley, High Park Corner, 35, Grosvenor Crescent, W.1. Tel. Sloane 3213. [C6031]**ROLLS-ROYCE 22hp** Replica 4-light saloon by Southern Motors, black blue blade, hooded, outstanding, modern looking, in excellent condition; £350; terms, exchanges.—Fillingham St. Garage, Sparkbrook, Birmingham. Victoria 2655, after 7.00pm. [C6020]**OWNER** driver (November, 1937) Hooper 30hp sports saloon, winding partition, capacious boot, original owner, mileage 61,000, exceptionally attractive, lavishly equipped, carefully maintained; £1,050, appointment please.—Woodbury, Sheen Common Drive, Richmond, 4531 Prospect. [C4103]**R** unique saloon body with detachable glass side screens, formerly the property of Indian Maharajah, 5 good tyres, battery, radiator, engine upholstery, over £700 has been spent on this car, photo gladly sent; £275 o.n.o. Would exchange for smaller vintage car.—Burdale, New Brighton Rd., Emsworth, Hants. Tel. 278. [C6555]**H. F. EDWARDS** offer really exceptional; 1936 Rolls-Royce 20/25 sports saloon with commodious rear boot by Gurney Nutting, finished black with blue lower panels and blue leather, sliding roof, wheel discs, bumpers, particularly attractive lines, Rolls-Royce service history, available for trial, exchanges, etc.—Great Trichfield St., London, W.1. Tel. Langham 0012. [C6003]**PHANTOM III** Rolls-Royce close coupled limousine, fitted with very pretty 4-light body by Barker with large boot to the rear; this car has covered a very small mileage indeed since new, and the interior and exterior is virtually without blemish, fitted with numerous extras; we suggest this could be one of the finest Phantom IIIs left in the country; £1,395.—Bells Service Garage, 144, London Rd., Kingston, Surrey. Kingston 1185. [C6101]**ROLLS-ROYCE**, 1935, in amazing condition, Park Ward 7-seater, sliding roof, finished black with blue forward and swept tail, colour black, leather upholstery front, Bedford cord rear; this car has been used exclusively in the sale of Main, one owner since new and has done 20,500 miles only, 1935, mainly a new and unmarked; unusual bargain at £795.—Clayton Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 6576. [C6050]**£485**—(April) Rolls-Royce 20/25 owner-driver 4-light saloon, dark blue and black, blue leather; this lovely little car is one of the best we have had, late property of well-known Harley Street doctor; this car combines elegance and economy (about 20mpg) and represents an investment at this figure; any trial or inspection; 3 months' guarantee; exchanges, deferred payments.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C3011]

Rolls-Royce Cars Wanted

C OLMART, Ltd. official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition.**C OLMART, Ltd.**, Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Glos. 3434. [C0970/R]**L** ATE model Rolls-Royce required, must be pretty body.—Tel. Coventry 68448.**OWNERS** of 1934 and 1935 Buyers—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]**A&S** Whraith Limousines required urgently, also 20/25 or 25/30 highest prices for genuine vehicles.**A LPE & SAUNDERS**, Providence Court, North Audley Mayfair 2081. [W1000]**WE** are interested in purchasing good post-war Rolls-Royce cars.—R. R. Owen Ltd., 17, Berkeley Square, W.1. Tel. Mayfair 9060. [W3032]**DUNCAN HAMILTON & Co.** urgently require good Rolls-Royce cars.—33, High Rd., Blythe, Surrey. Blythe 3104 by day and night.**WE** are open to purchase any type pre-war Rolls-Royce car, complete or otherwise.—Compton, 69, Westway St., Crystal Palace, S.E.19. Livingstone 3362. [C045/R]**JACK OLDING & Co. (MOTORS), Ltd.** purchase good used Rolls-Royce/Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5342. Open 7 a.m. [W3030]

Rolls-Royce Cars Wanted

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driver coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. [W5007]**H** cars and will pay excellent cash prices; distance no object.—Details please to 28-34, Upper High St., Epsom, Surrey. Epsom 3600. [W2001]**THE SOUTHERN MOTOR CO.** is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [C0550/R]

Rolls-Royce Spares and Service

A SERVICE unequalled.**O** FFICIAL repairers Rolls-Royce cars.**S** ERVICING or overhauls.**C** OACHWORK renovations and accident repairs.**S** PARES all models.—Tel. Faxman 2223 (5 lines).**JACK BARCLAY (SERVICE), Ltd.**, Danvers St., Chelsea, S.W.3 (near Battersea Bridge). (81052/R)**CHARLES FOLLETT, Ltd.**, officially appointed retailers and repairers.**S** HROOOMS 12, Berkeley St., W.1. Mayfair 6266.**S** PARE parts.**S** ERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [C0614/R]**JACK OLDING & Co. (MOTORS), Ltd.**, official Rolls-Royce Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077. [C5030]**A** ll spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—London, 69, Westway St., Crystal Palace, S.E.19. Liv. 3562. [C0064/R]

ROVER 10

1947 Rover 10 saloon, black, heater and radio, exceptional condition; £410.**JORN WILSON AUTOS, Ltd.**, Sangerstead Rd., South Croydon, Banderstead 4260. [C4055]**1946** (October) Rover 10 6-light saloon; this car is a one-owner from new and has literally been kept in cotton wool, fitted all new tyres, new battery, reconditioned engine, finished in unblemished black with brown leather interior, the whole of this car is unmarked throughout, one of those Rovers you hear about, £450.**M** AIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 3457. [C5000]

ROVER 12

SIMPSON'S MOTORS (WEMBLEY), Ltd., English sales division, offer—**1936** Rover 12, £145.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]**1947** Rover 12 saloon, faultless; £400.—Beardmore, 6, Queensway, W.2. Raywater 3153. [C4015]**1946-7** Rover 12 sports saloon, one owner, guaranteed; £410.—Oldfield, 366, Kensington High St. W.14. W.6. 6631. [C5026]**£295**—1939 Rover 12 de luxe saloon, carefully used, looks and runs like 1947 motor car; delivery, £450.**£395**—1946 Rover 12 de luxe saloon, only 2 owners, carefully used.**L** AMBS OF WOOD GREEN (est. 1897): 100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley (East Finchley Underground), Finchley 6222. [C3020]**£369** any trial.—G.P. (Balham), Ltd., 2c, Balham High St. W.12 (100 yds. Clapham South Tube), Batts. 1077. [C5026]**ROVER 12hp** 4-light saloon (June, 1947), black, brown hide, freewheel, twin spots, heater, recent engine fitted, first-class throughout; £369, exchanges.—Fillingham St. Garage, Sparkbrook, Birmingham, Victoria 2655, after 7 p.m. Highbury 4373. [C6021]**ROVER 12** wanted, about 1935 or similar 10-12hp post-war saloon, privately, cash.—Combe Lodge, Piton, Bristol. [C6521]

ROVER 14

1939 Rover 14 Tickford coupe, in very exceptional condition; £235.—Tel. Wadman, Balham 6569 business hours, or Cooden 702 week-ends.—212, Cooden Drive, Bexhill. [C6721]

ROVER 16

BROWN'S GARAGE (LOUGHTON), Ltd., offer—**1949** Rover 16 saloon de luxe, heater, radio; £515.**1947** Rover 16 saloon de luxe, immaculate condition; £365.—Brown's Garage, Loughton (Essex) 6982 (Tube). [C10584]**1946** Rover 16 saloon, black brown, excellent condition; £375.—Salmons Garages, Ltd., Temple Bar 3338. [C4029]**1938** Rover 16 sportsman's saloon, colour grey, exceptional condition throughout; £275.—Gardner & Co. (Hendon), Sunny Hill 3359 and 0303. [C2074]**1947** (October) Rover 16 saloon, black with grey upholstery, carefully maintained; £345.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C6042]**AUG. 1947** Rover 16, sliding roof, upkept regardless of cost, fitted radio and heater; £425.—Bridge Motor Engines (Leicester), Ltd., Abbey Lane, Leicester. Tel. 61976. [C6556]

ROVER (00, 75 and 80)

CAR MART, Ltd.**1951** Rover 75 saloon, heater, black with red upholstery; £545.**CAR MART, Ltd.**, Welsh Harp, Edgware Rd. N.W.9. Welsh Harp 5500. [C10195]**BENTALLS, Ltd.****1951** Rover 75, green with grey upholstery, heater, £675.—Kingston-on-Thames, Kingston 7 a.m. [C10195]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER (60, 75 and 80)
DAOGHAN MOTORS, Ltd.

1952 (January) Rover 75, black, heater, 15,000 miles; £215. [C1006]
56 Park Lane, W.1. Hyde Park 4866; 374, Belling Rd., Alington, Middx., Perivale 3588; and 6, 8 and 12, Bagley Rd., Catford, S.E.6, Hither Green 4821.

RUSSELL MOTORS offer—

1948 Rover 60 sports saloon, black with grey leather upholstery, in exceptional condition. [C1006]
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1, Sloane 2288. [C1006]
PHILIP RICKARDS, Ltd., offer—

1950 Rover 75 saloon, bottle green, radio, 45,000 miles; part exchange, deferred terms—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. [C1006]

CEIPSTEAD MOTORS, Ltd., offer—

1954 model, black, red leather, beautiful condition; £1,085. [C1006]
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington London, S.W.3. Faxman 0059/7853/7154. [C1006]

CHARLES FOLLETT, Ltd., offer—

1954 Rover 90 saloon, black, beige, H.M.V. radio, heater, oil, owner, serviced; 3 months guarantee; h.p. facilities; £1,095. [C1006]
SHOWROOMS—18, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works and Stores: Barnedale Yard, off Elgin Ave., W.9. Cunningham 5936. [C1006]
AUGUSTALIS (LONDON), Ltd., offer—

1950 Rover 75 de luxe saloon, black, red interior, small mileage; £695—59-65, Belize Rd., N.W.6, May 5553/2155. [C1006]
DUNHAM & HAINES OF LUTON offer—

1955 Rover 60 saloon, black/grey, 3,431 miles only, one owner. [C1006]
1954 Rover 90 saloon, black/red, 12,000 miles, one owner. [C1006]
1948 Rover 75 saloon, black/maroon, radio. [C1006]

We have a large selection of used Rover 60, 75 and 90 saloons available. Tel. Luton 2100-1 for further information and delivery dates for new Rovers. [C1006]
DUNHAM & HAINES, 46, Castle St., Luton, Beds. [C1006]

HENDON CENTRAL GARAGE, Ltd., offer—

1951 Rover 75 saloon, fitted heater, taxed, in immaculate condition; £250—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C1006]
CENTRAL GARAGE (CROYDON), Ltd., offer—

1954 Rover 90 saloon, black, one owner, genuine 10,000 miles, whole car immaculate; £1,075—Fell Rd., Croydon. Tel. Croydon 7445. [C1006]

1951 Rover P4, taxed, excellent condition; £640. [C1006]
MAGDALEN MOTORS, Ltd., 511, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5773. [C1006]

1951 Rover P4 saloon, one owner, very fine order; 5 months' guarantee; £645. [C1006]
C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3, Finchley 8256 (3 lines). [C1006]

1954 (May) Rover 60 saloon, black with red hide upholstery, 17,000 miles; £925. [C1006]
1954 (March) Rover 75 saloon, grey with green hide upholstery, one owner; £1,025. [C1006]

1954 (October) Rover 90 saloon, 14,000 miles, one owner, fitted with H.M.V. radio, rimmed wheels; £1,125. [C1006]

ALL the above cars are in excellent condition holding a 3-month guarantee—Cayfyns, Ltd., Ashford Rd., Maidstone 7581. [C1006]

1954 series Rover 75, black with blue upholstery, radio, £1,040—Below. [C1006]
1953 Rover 75 saloon with green upholstery; £895—Odor Motors Ltd. Bar 1144. [C1006]

1951 Rover 75 saloon, black with red leather, radio, 7,777 miles; £895. [C1006]
PARKERS (MANCHESTER & BOLTON), Ltd., Bradshawgate, Bolton 4080. [C1006]

ROVER 75 PIII sports saloon, PVI engine, black, a new Dunlop Forts, extras; £490 minimum—Emberbrook 5722. [C1006]

£498—Rover 75 sports saloon, 1948, really magnificent condition, radio, heater, etc., many other cars. [C1006]
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube). [C1006]

1948 (May) Rover 75 P.III model, grey with blue, a fine example of this renowned model; £500—Below. [C1006]

1954 90 saloon, 2-tone grey, red leather, high ratio axle almost equal to new; £1,145—Robbins East Putney Tel 7681. [C1006]

1951 (April) Rover 75 saloon, colour black with green leather upholstery, radio, one owner; £850—MacVitie Malvern, Tel. 303. [C1006]

1955 (Jan) Rover 75 saloon, green/green hide, one owner, 3,500 miles only, as new throughout, taxed; £1,155. [C1006]
1954 (Sept) Rover 90 saloon, dove grey/red hide, one owner, 7,500 miles only, superb condition, full history; £1,165—Gordon White & Co., Ltd., Gerrards Cross 2675. [C1006]

1954 Rover 90 saloon, radio, heater, 10,000 miles, one owner, black/red, as new—Salmons Garages, Ltd., Temple Bar 3838. [C1006]

£599—1950 Rover 75 P.4 de luxe saloon, spotless black bodywork, excellent mechanically, also choice another model in mint condition. [C1006]
LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed car exchanges, hire purchase—421/423, High Rd., Finchley, (East Finchley Underground). [C1006]

1953 Rover 75 saloon, also 1952 Rover 75 saloon, and 1948 Rover 75 saloon, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester 246. [C1006]

1954 Rover 60 saloon, grey with grey leather upholstery, one owner, in excellent condition throughout; £895—Coventry & Jeffs, Ltd., Bristol 2091. [C1006]

ROVER (60, 75 and 80)

ROVER 75, July 1953, green, one owner, recently decarbonised, two fog lights, radio, seat covers, mats, three new tyres; £650 o.n.o.—Tel. Beaconsfield 4212. [C1006]

1955 Rover 90 saloon, black, red leather, complete with all extras, absolutely as new, one lady owner—Roy Galway, Ltd., 21, Farm St., W.1. Gro. 4737. [C1006]

1955 Rover 60 (Sept.), 2,001 miles, offered at £230 below present list; complete—exchange 1947. [C1006]

1955 MOTOR offer 1949/50 (November) 75 saloon, positively immaculate, one owner, fitted radio, heater, 5 new tyres, unquestionable opportunity; £515/11—Palmerston Rd., N.W.6, Mai. 4725. [C1006]

1953 Rover 75 saloon, green with green leather upholstery, fitted heater, H.M.V. radio, 21,000 miles only, one owner; £925—Coventry & Jeffs, Ltd., Bristol 2091. [C1006]

HATTON for Rovers—1952 (August) 75 saloon, Connaught green, H.M.V. radio, £725; also full range of other models; terms, exchanges—Hutton Motors, Ltd., 71, Broad St., Birmingham Midland 2437. [C1006]

1952 Rover 75, blk./red hide, heater, low mileage; £795—Rover 75 saloon, S.W.18 (few minutes Clapham Junction), Bait. 2252. [C1006]

1955 Rover 75 saloon, delivery mileage only, owner, smoke blue with blue hide interior; £100 under list price; exchanges and terms—Milton Motors, 258, Deansgate, Manchester, 3. Blackfriars 5825. [C1006]

1951 Rover 75 P4 sal. blk./grey hide interior, heater, taxed, one careful owner, very low mileage; £895, consider part exchange—14, Guilford Ave., Worthing 1259. [C1006]

1954 Rover 75, green with green upholstery, one owner, 14,000 miles, exceptional condition throughout; £990—F. Dodson, Ltd., Backville Garage, Middlesex Rd., Bechill-on-Sea, Tel. 2382/3. [C1006]

1955 model Rover 75, delivered in dual green, condition as new, chauffeur—low mileage 3,803, fitted loose covers; £1,250—Gordon Wooderson, 48a, 1, Leased Rd., S.W.1, Strand, n. 5-3. [C1006]

825—Rover 75 1953 P.4 de luxe saloon, duo-tone grey, red leather, central gear change, radio, heater, paintless, screen washers, extra Rimbellishers, one owner, exceptional; terms, exchanges—Rowland Smith, below. [C1006]

595—Rover 75 1951 P.4 de luxe saloon, radio, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube, Hampstead 6041. [C1006]

H. F. EDWARDS offer 1948 (September) Rover 75 sports saloon, sliding roof, heater, free wheel, immaculate one-owner car; written guarantee; £485; terms, exchanges—154, Great Titchfield St., London, W.1. Tel. Langham 9012. [C1006]

1951 Rover 75 black saloon, red upholstery, owned and driven by one director, fleet maintained in chauffeur kept condition, Goodyear Lifeguard Safety Tires all wheels; car is of exceptionally fine value and priced at £685, reasonable offer entertained. Delivered England—Matthews, Ltd., Bakers, Englands Lane, Gillingham, Norfolk. [C1006]

1954 (June) Rover 90 saloon, duo-tone grey, radio to match, H.M.V. push-button, Radiomobile, heater, spot lamp, screen wash, one private owner, 14,124 miles (genuine), the whole car brand new, internally and externally; £1,155; a saving to-day of over £350 (three hundred and fifty pounds); a lot of money even in these days. [C1006]

1954 (March) ROVER MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C1006]

1953 Rover 75 saloon, finished in Rover blue with grey leather interior; this is a one-owner car from new and has been maintained regardless of cost and kept in most immaculate condition throughout, recently fitted all new tyres, just Underseamed, fitted heater, demister, new battery, taxed, a superb example; £825. [C1006]

MIDSTONE ENGINEERING Co., Smethurst St., Fendleton, Manchester, G. 26. 5457. [C1006]

LAND-ROVER

EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' specific guarantee—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 6163-4. [C1006]

BOON & PORTER, Ltd., [C1006]

1954 (Sept.) Land-Rover with canvas tilt, one owner, 15,000 miles, excellent; £435. [C1006]
CASTELNAU, S.W.13 (Hammersmith Bridge). Riv. 4444. [C1006]

LAND-ROVER, April 1950, a tidy reliable vehicle at £425—Alpha Garage, Westgate, nr. Chichester, Eastgate 327. [C1006]

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists offer the following selection of late model Land-Rovers; 6 months' guarantee; hire purchase. [C1006]

1955 Land-Rover P.III model, 500 miles, one owner, unmarked; £635. [C1006]
1954 Land-Rover Pick-up, 17,000 miles; one owner, canvas hood, heater, signals, in outstanding condition; £550. [C1006]

1954 Land-Rover, 15,000 miles, one owner, exceptional condition; £475. [C1006]
1953 model Land-Rover; choice of three from £375. [C1006]

COUNTRY enquiries welcome; representatives for all districts—C. J. L., South Woodford, Tel. 2293. [C1006]
E.18. Wanted 0556. [C1006]

£260—1952 Land-Rover, one owner; £90 deposit; written guarantee, terms, distance no objection—St. Hampton, Molesey 2142-3. [C1006]

1950 Land-Rover, grey, one owner, unworn tyres, a bargain; £250 or £90 deposit—Bray Motors, 130-134, West End Lane, N.W.6. Hampstead 4290. [C1006]

G & M ALFREDS (1954), Ltd.—1955 (series) Land-Rover, long wheel base, 15,000 miles, 5 cabs, privately used only; £495—G. T. Watson, W.1 Euston 3268. [C1006]

HATTON for Land-Rovers: full range of models in H stock from £250 to £495; any type of vehicle taken in part exchange, terms, distance no objection—Hutton Motors, Ltd., 71, Broad St., Birmingham Midland 2437. [C1006]

LAND-ROVER

LAND-ROVER 1953 model (Nov.), superbly maintained by enthusiastic member of Land-Rover club, painted duo-grey, many extras including heater, twin spotlamps, hood, twin wing mirrors, reversing light rear step, etc., definitely as new; £345—Tel. Birmingham South 3018. [C1006]

Land-Rover Cars Wanted
ROWLAND SMITH'S (The Car Buyers)—Highest cash prices for Land-Rover, Hampstead (Tube), N.W.3 Ham. 6041. [C1006]

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, wish to buy Land-Rovers; country enquiries welcome—High Rd., South Woodford, London, E.18. Wanstead 0056. [C1006]

ROVER MISCELLANEOUS

HENLYS, Ltd., [C1006]
ENGLAND'S Largest Rover Distributors. [C1006]
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2444). [C1006]

HENLY House 325, Euston Rd., N.W.1. (Euston 4444). [C1006]
DEPOTS at— [C1006]

MANCHESTER (Blackfriars 7643). [C1006]
BRISTOL (Bristol 21326). [C1006]

BOURNEMOUTH (Bournemouth 6314). [C1006]
NORTHAMPTON (Northampton 607). [C1006]
CAMBERLEY (Camberley 77). [C1006]

CHOUNBLOW (Hounslow 3454). [C1006]
FINCHLEY (Finchley 0981). [C1006]

GREAT WEST ROAD (Hilling 3477). [C1006]
CAMDEN TOWN SERVICE STATION (Gulliver 4141). [C1006]

HENLYS, Ltd., England's Leading Motor Agents. [C1006]
BEARDS, of Kingston: Rover Specialists, sales, spares, repairs—102, London Rd., Kingston 1080-9. [C1006]

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Rover—Hampstead (Tube), N.W.3 Ham. 6041. [C1006]

COOMBS & SONS (GUILDFORD), Ltd., [C1006]
URGENTLY wanted, good condition post-war Rover cars; offers appreciated—Furness Rd., Guildford, Tel. 62907. [C1006]

WANTED private, Rover 14, good condition—Write to: Bonnevile Gardens, S.W.4. Tel. 4154. [C1006]

BIRMINGHAM—Post-war Rovers wanted; distance no object—Hutton Motors, Ltd., 71, Broad St., Midland 2437. [C1006]

WANTED, nearly new Rover, distance no object, details and price—Green & Zonia, Ltd., 246-252, Deansgate, Manchester 3. Tel. Deansgate 3252. [C1006]

H. F. EDWARDS are keen to buy good Rover cars and will pay excellent cash prices; distance no object—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 9012. [C1006]

POST-WAR Rovers wanted—Wilson's Automobiles & Coachworks, Ltd., 34, Acle Lane, Brighton, S.W.2 Brighton 4011; S. Dorking Rd., Epsom, Surrey, Epsom 3901. [C1006]

Rover Spares and Service
LEATHWOODS GARAGES, Ltd. 203, St. James's Rd., Croydon, Tho. 1222. Main Rover dealers for Croydon. [C1006]

GULLIVER ENGINE SERVICE—Rover 14 and 14hp reconditioned exchange engines—30, Highgate Rd., N.W.5. Gulliver 4604. [C1006]

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [C1006]

L. HIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialized service—Tel. Datchet 54. [C1006]

R. F. POWELL MOTORS, Ltd., East London area dealers—Full repair and spare parts available—32, Romford Rd., Forest Gate, E.7. Maryland 4813. [C1006]

DAVID ROSENFELD, Ltd., Rover Distributors for Lancashire and Cheshire; very large spares stock available—Cheetham Hill Rd., Manchester, 5. Tel. Blackfriars 2302. [C1006]

SIMCA
1955 Simca Aronde saloon, 3,000 miles; ex-change, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4465. [C1006]

1955 Simca Aronde 3,000 miles, grey, red interior, original spars unused—£675—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 6918. [C1006]

BRADSTOCK MOTORS, Ltd., offer 1953 Simca Aronde saloon, radio, heater, grey, loose covers, one owner, excellent condition throughout; £525—Chase Rd., Epsom 5696-7. [C1006]

SEVERAL low-mileage model 1955 ex-demonstration cars available, a few ex-shop-stored 1954 Arondes also available, on some the full 6 months' guarantee still applies—Write Fiat (England), Ltd., Water Rd., Wembley, Middx. or Tel. Perivale 3651. [C1006]

SINGER

DICKS
1950 Singer 9 sports tourer, full 4-seater, remarkable condition; £350. [C1006]
DICKS CAR SALES, Ltd., 383-401, High Rd., Kilburn, Middlesex 698-9. [C1006]

CLUBMAN AUTOS, Ltd., [C1006]
1947 Singer 9 Roadster 4-seater sports, black with red leather, all good tyres, excellent condition throughout; £225. [C1006]
138—142, High Rd., Tooting, S.W.17. Tel. 5434. [C1006]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SINGER

NORMAN AUTOS.

1947 Singer 18 saloon, recent reconditioned engine; 22,000 miles. *See* Autocar, Nov. 25, London Rd. Croydon, Thornton Heath 457 [C5069]

BRADSTOCK MOTORS, Ltd., offer—

1955 Singer Hunter saloon, twin carburetors, central gear change, duo-tone silver-blue, blue leather, good body, demonstrator, mileage 6,000, perfect condition, virtually as new, unreplaceable opportunity. £225—Chase Rd., Epsom 5697. [C1090]

AUTOMOBILES & AIRCRAFT SERVICES Ltd. offer—

1951 Singer Roadster, fitted with reconditioned engine, 2350. [C5068]

1947 Singer Super 18 saloon, maroon with matching upholstery, specimen model, £295. [C5062]

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774, Bottomgate, Blackburn 5094. [C5062/1]

1954 Singer 18 saloon, choice of two models, both in immaculate condition; £295. [C5068]

PARKERS (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester, Dec. 4507. [C5062]

1954 Singer 18 saloon, maroon, £255—Montrose Motors, Epping 87 Rd., Buckhurst 171. [C5068]

SM1500 1950, sprayed beige, covers, heater, 230 overhaul, one previous owner. [C5068]

1952 (July) Singer SM1500, immaculate throughout; 22,000 miles. *See* Autocar, Nov. 25, London Rd. Croydon, Thornton Heath 457 [C5069]

1952 Singer 18 saloon, black, 1400 cc, good tyres, very clean, mechanically sound—Kendrick Motors, 35, Cambridge Rd., Epsom 5697. [C5069]

CASS & MOTOR MART—1953 (Sept.) Singer SM1500 saloon, grey, heater, 12,000 miles, one owner, £250; written guarantee—S. Warren St., W.1. [C1040]

1952 Singer 1500 saloon, green/beige interior, blue heater, one owner, in exceptional condition throughout; 4350—Coles Garage, 49, Worplesdon Rd., W.15. [C1054]

ROSE & YOUNG, Ltd., offer—Singer Hunter 18 saloon, 5,000 miles only, leather upholstery, as new, blue; £795—65-69, St. John's Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). [C5075]

1955 Singer Hunter, silver and blue with blue leather, 1,250 miles only, still under guarantee, superb performance, luxury equipped, virtually new car; £650—Allen's, Melbourne Rd., Wallington, Surrey. Tel. Wallington 1144. [C6275]

Singer Cars Wanted

R ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Singer—Hamstead (Tube), N.W.3 Ham 6041. [W4018/R]

H. A. SAUNDERS require SM1500 saloons for cash or part; exchange; 140-144, Golders Green Rd., N.W.11. Speedwell 4701. [W4004]

Singer Spares and Service

THE Singer agents for spares, service, repairs—Automotors, Ltd., Louth Garage, Ferry Rd., Barmston, E.W.15. Riverside 6291. [C5075]

SINGER spares—The London distributors give the best service from the largest stocks in Southern England. Gordon Cars (London), Ltd., 81, Adams Lane, Colindale Green, N.W.11. Speedwell 4701. [W4004]

MANCHESTER, South Lancashire, North Cheshire, specialist sales, service and spare facilities—Distributors, Parkers, Ltd., Bradshawgate, Bolton (4080), and 170, Deansgate Manchester, (Deansgate 4087). [C1040/R]

B & O. MOTORS, offer—

£175—Lagonda 4½-litre sports saloon, maroon, very smart and fast car. [C5075]

£165—M.G. 8hp F-type open sports 4-seater, immaculate red cellulose, new hood; a lovely example. [C5075]

£150—Austin 7 nippy open sports 2-seater, in beautiful pale blue cellulose; a thing of beauty and a joy for ever. [C5075]

£145—Wolsley Hornet 2 open sports 4-seater, spotless red cellulose, really attractive car. [C5075]

£135—Austin 7 open sports 4-seater, really lovely beige finish with red wheels; new tonneau cover. [C5075]

£130—M.G. 8hp open sports 4-seater, in lovely red very smart indeed. [C5075]

£125—Riley 6 Lyons open sports 4-seater, black, tonneau cover, etc.; goes like a bomb. [C5075]

£125—M.G. 12 open sports 4-seater, green. [C5075]

£125—Singer 9 Le Mans type open 4-seater, green. [C5075]

£95—Wolsley Hornet Daytona 2/4-seater, cream. [C5075]

£90—M.G. 8hp open sports 2-seater, red. [C5075]

£85—M.G. 8hp J-type 2-carb. sports saloon. [C5075]

£59—Austin 7 1955 model Ruby type 4-seater tourer. [C5075]

MANY others; easy terms—B & O. Motors, 194-8, Arlington Rd., Camden Town, N.W.1. Gulliver 8978. [C1019]

BERT MARON SPORTS CARS, Ltd., offer—

£215—M.O. TA sports 1937, very nice mechanical condition, red, vinyl hood, screens, etc. [C5075]

£165—Alfa Romeo 1750 twin cam 4/4 coupe 1937, Lancashire, amazingly good condition having been in the same family from new, receipts available for £25 of reconditioning by Alfa specialists this year. [C5075]

VERY many other interesting vehicles always in stock. [C5075]

WE are now open 7 days a week. [C5075]

HIRE purchase terms on all vehicles. [C5075]

BERT MARON SPORTS CARS, Ltd., 77, Cricketfield Rd., Clapton, E.3. Amherst 1614. [C5075]

£95—n.o.s. Rolls Phantom I, 4 new tyres, taxed, near perfect—Kensington 9225. [C5075]

or offer—Austin 7500 cc, special—Tel. [C5075]

Sunderland 2025 before 6 p.m. [C5075]

CHIPSTAD MOTORS—See our adverts under [C5075]

James and M.O. columns. [C5075]

SPORTS CARS

MERCURY

ANNOUNCE the opening of their new servicing department specialising in M.G. and Morgan. Full equipment facilities, including complete mechanical overhauls, respraying, upholstery, hooding and re-chroming, cracked jobs repaired. Collection can be arranged, reasonable charges. [C5075]

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middlesex Wembley 6039-9. [C5014]

JACK BOND of Vintage Autos.

£385—Auto-Union cabriolet, reg. 1953, 55,000 miles, magnificent condition. [C5075]

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5029 and 8350. [C4079]

ROWLAND SMITH'S for sports cars.

895—Austin-Healey 1955, 2-seater, ivory, over-engineered, heater, 2200 tonneau, one owner, genuine 2,800 miles, spare unused. [C5075]

745—Triumph TR2 1955, super-sports, 2-seater, heater, adjustable steering, one owner. [C5075]

575—M.G. Midget 1954 17 2-seater, Lucas headlights, un worn spares. [C5075]

475—Jowett Jupiter 1952, super-sports 2-seater, leather, radio, heater, screen washers, small mileage. [C5075]

425—M.G. Midget 1950, TD 2-seater, PVC hood, screen washers, 2200 tonneau. [C5075]

345—M.G. Midget 1947, TD 2-seater, twin headlights. [C5075]

325—Fraser Nash-B.M.W. 1952, 2-litre 328 sports coupe, silver grey, red leather. [C5075]

195—Singer 9 1939 sports 2/4-seater roadster, new hood. [C5075]

175—Talbot 10 1956 sports 4-seater, tonneau cover, good tyres; terms, exchange; list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), Hamstead 6041. [C5018]

£130—Ford 1.172 special, very attractive, fully road equipped—Gerrards Cross 3765. [C6015]

£50 or near offer—1953 B.N.A. 4-seater sports car, perfect running order—Tel. Beckenham 6574. [C6015]

AERO Minx, immaculate condition, just resprayed, rechromed, mechanically overhauled; £130. [C6037]

1935 Singer 1½ Le Mans, recon. engine, clutch, new electric; £150 o.n.o.—Cleveland, 146, Redford Lane, Peckham, S.E.11. [C6024]

V.A.L.E. Special 2-seater sports, Ford 8 engine, new hood, upholstery, good tyres; £300—11, Delfield Cres., Walsley, Cheshire. [C5075]

£275—Bentley 1927 4½-litre, short chassis 2-seater, in good condition; exchange and terms welcomed—J. Roberts, 19B, Craven Rd., Paddington, W.2. Pad. 2015-8. [C6924]

DELAHAYE 1953 fourseater drop head coupe, actual car of 1953 Motor Show stand, £1,575; exchanges, guarantees, terms—Swanmore Garage, Ltd., 1178-1180, Christchurch Rd., Boscombe B.1, Bournemouth (South-borough 43544). [C4024]

A saloon, excellent throughout, £195; M.G. 1938 2-litre sports saloon, well above average, £195; terms and exchange—Edenfield Gdns., Worcester Park, Surrey, Darent 9754. [C5075]

Sports Cars Wanted

R ROWLAND SMITH'S, the Car Buyers—Highest cash prices for sports cars—Hamstead (Tube), N.W.3 Ham 6041. [W4018/R]

B & O. MOTORS still urgently require sports cars for cash—194-8, Arlington Rd., Camden Town, N.W.1. Gulliver 8978. [W1019]

MERCURY MOTORS wish to purchase good used sports cars of most types—M.G., Riley, Sunbeam, Talbot, Morgans, etc.; please write, phone or call, giving full particulars of price required, our representative will call if it is convenient for you to come to Wembley. [C5075]

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middlesex Wembley 6039-9. [W3014]

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares under—Automotors, Ltd., Ferry Rd., Barmston, S.W.15. Riverside 6291. [C5075]

H.P.O.

1954 Standard 8, one owner, spotless black, blue interior, heater, like new; £445 or fair offer; terms; exchange. [C5075]

HIGHAMS PARK GARAGE, Ltd., Beverley Rd., Highams Park, London, E.4. Larchwood 7208, Sunday 5281. [C1086]

SLOCOMBES, Ltd.

1954 Standard 8, blue, extras include heater, beautiful condition; £455; unique guarantee; terms; part exchange; cars or motor cycles. [C5075]

52-52, Dudden Hill Lane, N.W.10. Willesden 4958. [C4017]

CAR MART, Ltd.

1954 Standard 8hp saloon, heater, blue with red upholstery; £445. [C5075]

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039]

PHILIP RICKARDS, Ltd., offer—

1955 (July) Standard 8 de luxe saloon, black/red, heater, 1,000 miles; part exchange, deferred terms—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4712-3. [C5051]

BROWN'S GARAGE (LOUGHTON), Ltd., offer—

STANDARD 8hp saloon de luxe, immediate delivery, best price—Brown's Garage, Loughton (Essex), 6262 (Tube). [C1034]

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer—

1954 (December) Standard 8hp de luxe saloon, grey, blue vinyls, radio, heater, in excellent condition; £500. [C5075]

BERKELEY Square, London, W.1. Grosvenor 4545. [C6950]

£130—1948 Standard 8 saloon, fair condition, Hove 31026. [C5075]

1947 Hove Standard 8 saloon, reconditioned engine, £250—Ewell 8559. [C5075]

PRIDE & CLARK, Ltd.—1954 Standard 8 saloon, low mileage, heater, £425—Stockwell Rd., S.W.9. Brixton 4251. [C3069]

STANDARD 8

1946 Standard 8 black 2-door saloon, good condition throughout; £225—Harlow Booking Service, Harlow 3052. [C5075]

1954 8hp saloon, one owner, showroom condition; 45, Holland Park Mews, W.11. Park 5751. [C5061]

1954 Standard 8 de luxe saloon, heater, 7,000 miles; £255—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Sq. Tube Station). Temple Bar 3323. [C1027]

495—Standard 8, May 1955 saloon, radio, heater, screen washers, many other extras, one owner, 5,000 miles, spare unused; terms, exchange—Rowland Smith, Hampstead, below. [C5075]

245—Standard 8, September 1946 saloon, sliding head, one owner, excellent condition; terms, exchange; list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C5018]

R under Standard 10; new and used cars available with or without conversion; demonstrations; h.p. terms part exchange. [C5075]

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

Standard 8 Cars Wanted

R ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Standard 8—Hamstead (Tube), N.W.3 Ham 6041. [W4018/R]

STANDARD 9

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer—

1936 Standard 9, £395—355, High Rd., Wembley, Mddx. Tel. Wemb. 4422. [C5015]

STANDARD 10

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621. [C5042]

1955 Standard 10 10,000 miles, one owner, heater, heater, 2350. [C5075]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St. S.W.1. Sloane 9248. [C5060]

BRADSTOCK MOTORS, Ltd., offer—

1955 (September) Standard 10 saloon, 3,000 miles, as new, £565—Chase Rd., Epsom 5697. [C1090]

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer—

1955 Standard 10hp saloon, black, brown vinyls, heater, in showroom condition; £550. [C5075]

BERKELEY Square, London, W.1. Grosvenor 4545. [C6951]

1955 Standard 10, 9,000 miles, one owner, as new; £530—Tel. Laburnum 3564. [C5075]

1955 Standard 10 saloon, casual, as new; £500, 3 months' guarantee; terms and exchange. [C5075]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5226 and 5774. [C5054]

1955 Standard 10, Salvatore blue, red vinyls, as new; offer—Pritchard's Garage, Beam St., Nantwich, Tel. 5654. [C629]

£495—AMBER OF WOOD GREEN (Est. 1927), 100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6179. [C5075]

1955 Standard 10 saloon, blue with blue 5,900 miles, as new; £575—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.15. Liberty 3456. [C1077]

1955 Standard 10 de luxe, 7,000 miles, as new; fitted radio; £540—Bridge Motor Works (Leicester), Ltd., Abbey Lane, Leicester. Tel. 61978. [C5075]

1955 10hp in Salvatore blue with fawn upholstery, fitted heater and screen; a one-owner, immaculate, low mileage car supplied and maintained by us, best year; £509. [C5075]

K J MOTORS, Ltd., Bromley, Rav. 3456. [C5075]

R A.C. Rally winning conversion, as used on works entered cars and fully works approved, now available on its and 10s; stock of new and used cars with or without conversion usually available; send for data; demonstration; h.p. terms, part exchange. [C5075]

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

Standard 10 Cars Wanted

R ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Standard 10—Hamstead (Tube), N.W.3 Ham 6041. [W4018/R]

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [W1094]

STANDARD AVON

£70—Avon 10 sports saloon, good order—Hove 31026. [C5075]

STANDARD 12

£165—1939 12 de luxe saloon, well above average condition; terms, exchange—Chilwell Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. Leighton Buzzard 2060. [C1045]

1946 Standard 12 de luxe saloon, one owner, taxed, smart, £255; trade enquiries welcomed; terms and exchange—Rory Automobiles, Ltd., 127, Parkway, N.W.4. (nearest Tube, Camden Town Station, Fenton 2700 and 8084. [C5066]

125—Standard Flying 12, 1937 de luxe saloon, sliding head, leather, good condition; terms, exchange; list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C5018]

STANDARD 14

1947 Standard 14 d.b. fourseater, lovely condition; £275; terms—Worthing, Ex. 1959. [C4027]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 14

D. J. SHEPHERD & CO. (SHEPHERD), Ltd., offer:—

1948 Standard 14hp drop head coupe grey and blue leather interior, immaculate condition throughout. £235. D. J. Shepherd & Co. (Shepherd), Ltd., 435, Herts. Rd., Epsom Road 1631. (C4006)

AZ MOTORS offer 1948 14 saloon, excellent condition; £235/11—Palmerston Rd., N.W.6. Tel. Ma. 4723. (C4011)

1947 Standard 14 de luxe saloon, black, red leather, radio, unblemished; £325; written guarantee; terms; exchanges; trade enquiries welcomed. HAROLD SIMONS, Ltd., 591-601, High Rd., East Finchley, N.2. Finchley 5052-3-4 any time. (C4065)

1948 Standard 14, black with green upholstery, sun roof, one owner, taxed, £275—Walters Motors, Ltd., 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. (C4079)

£165—1939 Flying Standard 14 de luxe, 10,000 miles, since reconditioned engine, black/brown hide, sunroof, roof, private owner, instalments. Squires, 54, High St., Shaftesbury, Tel. 2533. (C722)

STANDARD VANGUARD

NEWHAMS Ltd.

1953 (Sept.) Standard Vanguard saloon, 6,000 miles, space unused; £645. (C4024)

NEWHAMS House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). (C4024)

JACK BOND of Vintage Autos.

£495—Vanguard, 22,000, r. and h., magnificent condition. VINTAGE Autos, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. (C4079)

HEART & Co., Ltd., offer:—

1952 (September) Standard Vanguard de luxe saloon, fitted radio and heater, low mileage, and in beautiful condition throughout; £525-102, London Rd. and High St., Kingston-on-Thames, Kingston 5549. (C104)

1950 Standard Vanguard; £375. (C104)

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. (C4016)

H. A. SAUNDERS, Ltd., offer:—

1953 Standard Vanguard saloon, grey, red upholstery, heater, recorded mileage 21,100. £525. (C4024)

1955 Standard Vanguard saloon, black, blue upholstery, radio, recorded mileage 9,530; £665. H. A. SAUNDERS, Ltd., 836-842, High Rd., N.12. Hillsdale 5872 (8 lines). (C4027)

SIMPSON'S MOTORS (WEMBLEY), Ltd.

1949 Standard Vanguard, choice of two; £365. 1949 Standard Vanguard estate car; £4015. 355, High Rd. Wembley Middlesex 4422. (C4015)

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1955 Vanguard Estate car, green, red trim, heater, overdrive, windscreen washers, low mileage, in showroom condition; £375. (C4024)

1955 Vanguard saloon, black, red trim, low mileage, immaculate condition; £365. (C4024)

BERKELEY Square, London, W.1. Grosvenor 4343. (C4024)

1952 Vanguard saloon, heater, very well maintained, guaranteed; £475. (C4024)

W. WILKIN, Ltd., 1, Weston Park, Kingston, Kin. 6104. (C4024)

£275—1930 Vanguard L.H.D., heater, leather, taxed, good condition—Hove 51026. (C4024)

1953 Vanguard, green, heater, one owner; £550—Odeon Motors, Ltd., Bar. 1144. (C4028)

1950 Vanguard, grey leather, radio, heater, very good condition; £435. (C4024)

BRENT CROSS GARAGE, Hendon Way, N.W.4. Speedwell 1196. (C1097)

1953 Standard Vanguard Phase I saloon, heater, windscreen, good condition; £445. (C4024)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 234; open week-days 8 a.m. to 6 p.m. (C4028)

1951 Vanguard, export model, r.h. drive, one owner; £400—49 Dartmouth Rd., Ruislip. (C4024)

1954 Vanguard, black, overdrive, heater, one owner; £310—Campbell Symonds, Pershore 1456. (C1037/1)

£495/11—1953 Vanguard saloon, beautiful condition, choice 2, also available 1951 Vanguard estate vehicle. (C1037/1)

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire-purchase, 421-423, High Rd., Finchley (East Finchley Underground). "Michey" 6222. (C4052)

1950 Standard Vanguard saloon, leather, radio and heater, low mileage, outstanding example, months guarantee; £395. (C4024)

C. & W. McGIBBS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (5 lines). (C1061)

1952 Standard Vanguard saloon, radio, heater, unmarked £560—A. Owen (Hendon), Ltd., 154, Hendon, W.2. Tel. Colindale 5185. (C4036/1)

1954 Standard Vanguard, radio, heater, extra trim, immaculate; £665—A. Owen (Hendon), Ltd., The Hyde, Hendon N.W.5. Tel. Colindale 5185. (C4036)

1955 Standard Vanguard saloon, works mileage, Sidney Marcus, Ltd., 33, Moane St., S.W.1. Tel. Belgrave 5721. (C4036)

1952 Vanguard, 19,000 miles, heater, leather upholstery, serviced monthly, black; £475—till 21 Hayes Way, Beckenham. (C4036)

STANDARD Vanguard estate car, brand new, purchased September 1955, unused, pre-Budget price. Rine Rine 4030, ex 18, week-days 9-6. (C4036)

1950 Vanguard radio, heater, overdrive, spotless condition, 43,000 miles; £385—White Hart Garage, Bromley Kent, Ravensbourne 2382. (C4036)

1952 Vanguard saloon, reconditioned black, red leather, heater, one careful owner, guaranteed; £495—Campbell Symonds, Wembley 5822. (C1037)

STANDARD VANGUARD

1955 Standard Vanguard, 6,500 miles, green with heater, immaculate condition; £285—John Truss, Ltd., Portsmouth Rd., Esher, Tel. 2355. (C4086)

1953 Vanguard Phase II, black with red, leather, heater, one owner; £565—S. Bowen & Son, Hulse Garage, Edgware, Tel. Edgware 4464. (C1023)

BRITONS—1951 (Sept.) Vanguard, black, one owner, heater, low mileage; £399; terms; exchanges—363, Fulham Rd., S.W.10. Plaxman 1617. (C104)

625—Standard Vanguard 1955 saloon, black, wing mirrors, Ace Rimbellahera, one careful owner, small mileage, terms, exchanges—Rowland Smith, Hampstead 6041. (C4016)

325—Standard Vanguard, November 1949, saloon very good condition, choice of 3 Vanguard; terms, exchanges, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead 6041. (C4016)

1953 (August) Standard Vanguard Phase 2 saloon, green, green, fitted radio, heater and leather upholstery, magnificent condition throughout; £516; part exchanges and deferred terms. FULHALL SERVICES Ltd., 55, South Edward Sq., Kennington, W.8. Western 2269. (C4034)

VANGUARD 4-door estate car, April, 1955, green, beige leather, radio, heater, overdrive, spot lamp, wing mirror, town and country tyres on rear, tubed tyres on front, 21,000 miles, one owner; £555. BAKTON, 36, Craigwell Rd., Prestwick, Lancs. Tel. Chestham Hill 3315. (C4016)

1953 Vanguard estate car, blue, red leather, heater, 19,000 miles, genuine one very fastidious owner; £645—Broadway Motors, 67, High St. and Hanworth Rd., Hounslow, Middx. Hoe 01. (C4016)

15000 miles only, 1952 (September) Vanguard estate car, fitted with red interior, fitted heater, one owner, absolutely unmarked; £615—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. (C4082)

£395—1950 (Sept.) Standard Vanguard, beige, lawn leather, heater, good tyres, spot lamp; this car is in really excellent condition, any trial or inspection—S. & M. Scales, Ltd., 42, Gurney St., Maidenhead, Tel. Maidenhead 3431-2. (C4011)

1952 Vanguard saloon, black with red interior, heater, taxed, one owner, excellent throughout, new tyres, unrepairable at £480; 5 months written guarantee; terms, exchanges—C. H. K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712. (C1052)

1954 (Sept.) P. H. blue with red leathercloth, Standard Vanguard, mileage only 17,000, fitted heater and spotlights, showroom condition, owner driven; £625—Mr. David Dick, 10, Seton Terrace, Dennistown, Glasgow, E.1. Tel. Br. 8664 after 7 p.m. (C4016)

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Standard Vanguard—Hampstead (Tube), N.W.3. Ham 6041. (C4016)

VANGUARD III saloon required, 1956—31, Alresford Rd., Winchester. (W1010)

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Standard—Hampstead (Tube), N.W.3. Ham 6041. (C4016)

MARSTON MOTOR CO., Ltd., for your Standard—Tel. 814 9000—Seven Sisters Rd., Tottenham N.15. (C1011)

H. F. EDWARDS are keen to buy good Standard cars and will pay excellent cash prices, distance no object—Details please to 28-34, Upper High St., Epsom, Surrey, Epsom 9400. (W3001)

Standard Spares and Service

KJ MOTORS, Ltd., Specialists in reconditioned units, Girling, Radomobile agents—Bromley, Ravensbourne 3456. (C4037)

LARGE stocks of Standard spares and replacement units—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2, Tel. 29439. (C4031)

STANDARD spares for all models, largest provincial stockists—Hollingsworth Automobile Co., Ltd., Stockport (Tel. 4454); and Prince's Drive, Colwyn Bay (Tel. 3322). (C4031)

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, reconditioning—Puttocks, Ltd., 18 W. Surrey dr., Puttocks, Alexandra Terrace, Guildford 5391. (C4031)

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911)—Full range of spares; phone, write or call, orders dispatched immediately—38-43, Eden St., Kingston Kin 3151-6. (C4031)

MARGATE, Kent—Service and spares for all models—Post enquiries to Northdown Motor Co., (Distributors), Northdown Rd., Margate, Tel. Thanet 20405. (C4031)

HALLS 'FINCHLEY' Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange units from 1939 onwards; guaranteed three months; Girling and Bendix stockists—Arcadia Ave., Finchley, N.3. Finchley 5908-9. (C4031)

STUDEBAKER

1952 Studebaker, 2-tone green, immaculate throughout. SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. (C4016)

1953 model Studebaker Champion, green; £1,025—Odeon Motors, Ltd., Bar 1144. (C4028)

1952 (registered '54) Studebaker Champion, radio, heater, 27,000 miles; £425—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. (C4028)

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd. the Studebaker buyers Wembley 5822. (C4036)

WANTED Studebaker Champion r.h.d. 2-door saloon, 1953/4, low mileage—Box 7734. (C4036)

Studebaker Spares and Service

SPARES and repairs for all models, special service on all Champion models—Alliance Auto Co., Parsons Mead West Croydon Surrey Croydon 1956. (W1015)

SUNBEAM

1955 Sunbeam Mark III saloon, genuine 11,000 miles, one owner, Ripco condition, Albemarle RIPCGL Ltd. (Sunbeam Purchased), 16, Albemarle St., Mayfair London W.1. Hyde Park 2553-3-4. (C4052)

SUNBEAM ALPINE

C. H. C. (Sunbeam buyers)

1954 series Sunbeam Alpine, immaculate in cream and red, fitted rev counter, rad blind, twin carburetors, 10,000 miles, Michelin 3 tyres, radio, heater, £285—Cartwright Hamilton Cars, Ltd., 289, Kensington High St., W.14. Western 8007. (C4049)

WARWICK WRIGHT, Ltd. offer:—

1955 Sunbeam Alpine Roadster (overdrive), Claret with lightawn upholstery, radio and heater, 9,000 miles; £1,095. (C4045)

1954 Sunbeam Alpine, 7,000 miles, radio, heater, £295—Salmons Garages, Ltd. Temple Bar 3539. (C4039)

JACK ROSE, Ltd., offer 1954 (June) Sunbeam Alpine, red with beige leather, rev counter, one owner, guaranteed 9,000 miles; £275—Stafford Rd., Wallington, Surrey Wall. 6677 and Bury Heath 2376. (C4036)

1954, one owner, low mileage, immaculate specification, Michelin 3 S.R.A. used, not used in competitions, £795; terms—Rudda, adjacent Central Station Worthing 7773-4. (C4077)

SUNBEAM-TALBOT

GATEHOUSE offer:—

1952 Sunbeam-Talbot, black with red upholstery, 16,000 miles, speedometer reading believed to be accurate, heater; £625—Gatehouse Motors, Ltd., Highgate Village, London N.4. Tel. Mountview 4444. (C4021)

E.M.A., Ltd., Southsea.

1953 Sunbeam-Talbot 90 Mark II saloon, colour green with lawn hide upholstery, heater, 21,000 miles; £885—E.M.A., Ltd., Grove Road Southsea, Portsmouth 2168. (C4054)

CAMDEN MOTORS, Ltd.

SUNBEAM-TALBOT 10hp drop head four-seater coupe, 1947, registered within the year, a smart, compact little car with very high standard of performance outstanding value; £345. (C4054)

SUNBEAM-TALBOT—E-litre 14hp sports saloon, 1946, beautifully finished in bronze with grey hide interior, exceptionally fast and in specimen condition; £369. (C4054)

SUNBEAM-TALBOT 90 saloon, 1952, Mark II series (later 51 delivery), fitted excellent radio, and the whole car in unblemished condition; £625. (C4054)

CAMDEN MOTORS, Leighton Buzzard 2041, write for Catalogue; showrooms open until 8 p.m. (C1055)

TOM GARNER, Ltd., offer

1954 Sunbeam-Talbot 90 Mark 2a saloon, 1946, mist, heater, radio, loose covers, 15,000 miles; £590—Tom Garner, Ltd., 10/12, Peter St., Manchester, 2 Blackfriars 9265-6-7. (C4020)

GLANFIELD LAWRENCE offer:—

1951 Sunbeam-Talbot 90 coupe, in metallic grey, blue upholstery, a superb specimen, fully guaranteed; £595—407, High Rd., N.12. Finchley 0091. (C4055)

CHARLES FOLLETT, Ltd., offer:—

1954 Sunbeam convertible, metallic grey, red leather, heater, one owner, supplied new by us; £945. (C4055)

1953 Sunbeam-Talbot Mk. II 90 sal., grey, heater, speedo reading 15,000 miles, and guaranteed; £775. (C4055)

SHOWROOMS: 15, Berkeley St., W.1. Mayfair 6866

SERVICE, Works & Stores—Barnsley Yard, off Elgin Ave., W.9. Cunningham 5936. (C4010)

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark II saloon, gun-grey, with red upholstery, heater, 10,000 miles; £590. (C4045)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

WARWICK WRIGHT, Ltd., offer:—

1955 Sunbeam Mark III saloon, Alpine mist with red upholstery, heater, 7,000 miles, £1,145; another in grey, similar mileage. (C4045)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

PETER BANTOCK CAR SALES offer:—

1951 Sunbeam-Talbot Mark II, black with beige leather, maintained exclusively by Rotten agents; £550—104, High Rd., Chiswick 2725/5870. (C1014)

WORKING MOTORS (Mercedes Distributors)

1952 Sunbeam-Talbot 90 Mark II saloon, bronze and red, small mileage, excellent condition; £550—Maybury Hill Garage, Woking 4277-8. (C4057)

PHENIX MOTOR CO. (Surrey), Ltd., offer:—

1952 (February) Sunbeam-Talbot Mark II saloon, black with beige interior, fitted heater. (C4044)

PHENIX MOTOR CO. (Surrey), Ltd., Sutton, Surrey. Via apt 1121. (C4044)

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Sunbeam-Talbot 90 saloon, fitted radio, heater, windscreen washers, parking light, wing mirrors, overriders, whitewall tyres, exceedingly good condition; £615. (C4044)

1950 Sunbeam-Talbot 90 saloon, taxed, one owner, new over throughout; £495—Watford Way Hendon Centre, N.W.4. Tel. Hendon 8004-5. (C4054)

S-TALBOT 90 bronze saloon, heater, radio, sunroof, lovely car; £650—Wilson, France 61640. (C4044)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT
RICHARDS & CARR, Ltd., are always best value.

- 1952** Sunbeam-Talbot 90 Mk. I saloon, heater, full body for recent overhaul. £245. (C5045)
- 1950** Sunbeam-Talbot 90 Mk. I saloon, heater, one owner, 33,000 miles; £485—35, Kinnerton St. S.W.1. Sloane 5424. (C5045)
- 1940** Sunbeam-Talbot 10 coupe, splendid condition. £225. (C5045)
- 1954** Sunbeam-Talbot 90 saloon, small mileage, as new; £495.—Below.
- 1938** Sunbeam-Talbot 5-litre saloon, nice order throughout; £150, 3 months' guarantee, terms and exchange.
- JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Borne, Mountview 5228 and 5774. (C5054)
- 1953** model Sunbeam-Talbot Mark IIA, finished in bronze, red leather; £480.
- ERIC HAYES, Ltd.**, 15, Blenheim Bridge Rd., Paddington W.2, Ambassador 5288. (C5053)
- 1939** Sunbeam-Talbot 5-litre, radio, new tyres, Lockheeds, photo. £120; taxed.—Page, Greenbank, Liskeard, Cornwall. (C6005)
- PRIDE & CLARKE, Ltd.**, 1952 Sunbeam-Talbot 90 coupe, low mileage, radio, heater; £599.—Stockwell Rd., S.W.9, Brixton 6251. (C5068)
- £498**—Sunbeam-Talbot 90 1948-9 sports sun saloon, particularly nice condition; many other cars.
- BENMOTORS, 1.**, Clarendon Rd., Holland Park, London, W.11, Park 5066-7 (50 yds. Holland Park Tube). Exchanges, h.p. (C1017)
- SUNBEAM-TALBOT** Mark 2A, Aug. 1954, d/h coupe, black, red leather, heater, wing mirrors, overriders, perfect, 9,000 miles, quick sale £280—Fla. 7962. (6944)
- 1949** very scarce 80, well maintained, new engine, tyres, leather, radio, heater; £445 o.n.o.—Thompson, Much-Wenlock, Shropshire. Tel. 21. (6912)
- 1950-1** Sunbeam-Talbot 90 saloon, green, 20,000, expertly maintained, showroom condition, extremely smart; £525.—Wheeler, "Sunnybank," St. Paul, Suffolk 1261. (6933)
- JACK ROSE, Ltd.**, offer 1954 (April) Sunbeam-Talbot 90 saloon in blue, 9,000 miles and unmarked; £575.—Stanford Rd., Wallington, Surrey, Wal. 6677 and Burch Heath 2776. (C5056)
- £595**!!! 1951-2 Sunbeam-Talbot 90 de luxe saloon, for the discerning buyer this a beauty, you can see 100 others before you see another one as beautiful as this choice 2.
- £495**!!! 1949-50 Sunbeam-Talbot 90 sports saloon, look at this vehicle, drive it, it's absolutely outstanding, body work like brand new, interior spotless, the finest price money can possibly buy.
- LAMBS OF WOOD GREEN (Est. 1897)**, 100 guaranteed cars; exchanges; hire purchase, £21-423, High Rd., Finchley, (East Finchley Underground), Finchley 6222. (C5052/1)
- 1951** Sunbeam-Talbot 90 saloon, black, beige interior, heater, one owner, excellent example; £545—O. S. Hall, Ltd., 302, King St., Hammersmith, W.6, Riverside 2881. (6954)
- 1951** Sunbeam-Talbot 90, sports saloon, heater, spotlight, fitted with Dunlop tyres, one owner, guaranteed; £555; exchanges, terms.—Palmer, 3 Russell Gardens Mews, Kensington, W.14, Park 1704 and 5968. (C5034)
- 1954** (August) Sunbeam-Talbot saloon, one owner, 9,000 miles only, black with light fawn interior, absolutely as new; £465; terms, exchange.—Birrell Motors, Ltd., 115 to 121, Barking Road, East Ham, E.6, Grange Road 4314. (6932)
- SUNBEAM-TALBOT 10hp** saloon, 1940 model (Dec. '39), grey, grey leather, bodywork reasonable; interior very clean, mechanical condition exceptionally good; £195; terms, exchange.—Tillingham St. Garage, Sparkbrook, Birmingham, Victoria 2655, after 7 p.m. Highbury 437. (P226)
- GEORGE HARTWELL, Ltd.**, the Sunbeam-Talbot specialists, can offer comprehensive selection of guaranteed used Sunbeam-Talbot 90, Mark II, Mark IIA and Alpaca from £225, exchange, hire purchase, details, information on request;—55-41, Holdenbury Rd., Bournemouth Tel. Bournemouth 4161. (C5079)
- 1952** Sunbeam-Talbot 90 d.h. coupe, metallic green/red body, engine just completely reconditioned and not yet run in; extras include H.M.V. radio, heater, loose covers, wing mirrors, overriders, in superb condition, £575.—Gordon White & Co., Ltd., Gerrards Cross 2077-8. (6972)

Sunbeam-Talbot Cars Wanted

- R** ROOTES
- D** DISTRIBUTORS
- R** REQUIRE modern low-mileage Sunbeam-Talbot cars
- B**IRMINGHAM—Lower Temple St. (Central 8411).
- M**ANCHESTER—129, Deansgate (Blackfriars 6677).
- M**ADSTONE—(Madstone 5353).
- C**ANTERBURY—(Canterbury 5232).
- R**OCHESTER—(Chatham 2231).
- R**WOTHAM Heath.—(Borough Green 4).
- R** ROOTES Ltd., Devonshire House, Piccadilly, W.1, Tel. Grosvenor 3401. (1011/R)
- R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot—Hampstead (Tube) N.W.3 Ham 5041. (W4018/R)
- R**ICHARDS & CARR, Ltd., offer Sunbeam-Talbot, 90, 1948-9, S.W.1 Sloane 5424. (W5045)
- U**RGENTLY required.—1949-50 Sunbeam-Talbot saloons.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 275. (C5079)
- H**. EDWARDS are keen to buy good Sunbeam-Talbot cars and will pay excellent cash prices; contact on request. Details please to 154, Great Titchfield St., London, W.1, Tel. Langham 012. (W2003)

SWALLOW DORETTI
SLOOMERES, Ltd.

- 1955** Swallow Doretti, black, excellent condition, fitted overdrive; £255; unique guarantee, terms; part exchanges, cars or motor cycles.—58-52, Dudden Hill Lane, N.W.10. Willesden 4869. (C4017)
- TALBOT**
- £195**—1938 Talbot 10 saloon, gunmetal, very good condition.—Ranger, 30, Tongue Lane, Brighton 5654. (6196)
- 165** gns.—Talbot 15 1936 sports saloon, sliding head, leather, very good condition; terms, exchange, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)
- Talbot Spares and Service**
- JOHN BLAND** for spares and repairs to pre-war Talbots except 10hp.—27, Southside Rd., Wandey 1612. (0896/R)
- L**ARGE stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. (0863/R)
- TRIUMPH**
- C**AR MART, Ltd.
- 1955** Triumph TR2 2-seater sports, heater, red with beige upholstery; £775.
- C**AR MART, Ltd., 297, Euston Rd., London, N.W.1, Euston 1212. (C1039)
- SLOOMERES, Ltd.**
- 1949** Triumph Roadster 2000, British racing green; £475; terms; part exchanges, cars or motor cycles.—58-52, Dudden Hill Lane, N.W.10. Willesden 4869. (C4017)

CARRS AUTOS offer:—

- 1951** Triumph Renown saloon, a really first-class car, finished in black with brown leather, fitted overdrive and heater; £565.—Standard House, Southend, Croydon, Surrey, Croydon 0266/6082. (C1116)
- E**LM AUTOSALES offer:—
- 1953** (July) Triumph Mayflower, very attractive, in grey and black, new engine, 5,000 miles, o.n.o., heater, perfect condition; £485.—Elm Autosales, 62, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. (C5097)

GLANFIELD LAWRENCE offer:—

- 1953** Triumph Mayflower saloon, in grey, beautiful condition; £525.—407, High Rd., N.12, Finchley 0091. (C5053)

CHARLES FOLLETT, Ltd., offer:—

- 1951** (Oct.) Triumph Renown, a very well-kept saloon, dark green, beige hide, heater, speedo reading 17,000 miles, 2 owners, 3 months' guarantee, H.P. and part exchange facilities; £575.
- S**HOWROOMS.—38, Berkeley St., W.1, Mayfair 6266.
- S**ERVICE—Works & Stores; Barnside Yard, off Ekin Ave., W.9, Cunningham 5956. (C2010)
- C**HIPSTEAD MOTORS, Ltd., offer:—

- TR2**, reg. March, 1955, ivory/red, overdrive, heater, etc., unmarked; £775.
- C**HIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.5. Faxman 0392/7251. (C1046)

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

- 1950** series Renown, black, beige, one owner, immaculate, £385.—282, Kensington High St., W.14, Western 0207. (7044)
- C**OOMBS & SONS (GUILDFORD), Ltd., offer:—
- TRIUMPH** Renown model 2000 razor edge saloon, dark green with beige upholstery, heater, radio, Ace Rimbellshera, screen clean, etc., moderate mileage, excellent condition; £575. Tel. 7524.
- C**OOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Surrey, Guildford 62907-8-9. (C1057)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

- 1953** Triumph Mayflower, first-class condition throughout, taxed; £485.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Herford Rd., Enfield, Howard 1631. (C4009)
- S**IMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
- 1955** Triumph TR2; £745.—355, High Rd., Wembley 4422. (C4013)
- 1949** Triumph 2000 saloon, in outstanding condition throughout; £425.
- 1947** Triumph 1800 Roadster, excellent appearance, new engine fitted 1954; £395.—Kirkdale Car, Kirkdale, Sydenham S.E.26, Sydenham 6129. (C2068)
- 1954** (April) Triumph TR2, colour blue, grey upholstery, mileage 21,000, carefully used; £650.
- E**ASTERN AUTOMOBILES (SOUTHEND), Ltd., 1163/7, London Rd., Leigh-on-Sea, Tel. 7524. (6576)

- 1949** 2000 roadster Lutina, grey with blue upholstery, excellent condition throughout; £450.
- J**AMES EDWARDS (CHESTER), Ltd., The Northgate, Chester, Tel. 25123. (C2090)
- 1952** Mayflower, heater, leather, O.N.O., well maintained; £435.—Haynes, Maidstone 6700. (6700)

- 1951** Triumph Renown saloon, black, immaculate; £445.—Hale Motors, Ltd., Tel. 7771 (4 lines).

- TR2**, 1955, British Racing Green and red leather, 2,500 miles, one owner, spotless, tonneau cover; £550.

- H**ENLYS, Ltd., 1-5, Peter St., Manchester, 2. (7015)

- AZ** MOTORS offer 1950 Renown, really perfect; any examination; £445!!!—Palmerston Rd., N.W.6, Tel. Mal. 4725. (C1011)

- 1953** Mayflower, green, heater, Ace Rimbellshera, one careful user, guaranteed; £535.—Campbell Symonds, Wembley 6362. (C1037)

TRIUMPH

- £495**!!!—1951 model Triumph Renown, black, hide interior, heater, magnificent order and only 25,000 miles.
- £495**!!!—1952 Triumph Mayflower saloon, grey, red leather, and heater, genuine one owner, and only 17,000 miles, literally unmarked.—O. S. Hall, Ltd., 302, King St., Hammersmith, W.6, Riverside 2881. (6821)
- £398**—Triumph roadster 1800 1947, superb body, excellent mechanically, choice 2; many other cars.
- B**ENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7 (50 yds. Holland Park Tube). Exchanges, h.p. (C1017)
- 1953** Triumph Mayflower, grey/red, heater and leather, exceptional condition; £480.—Jobsons, Ltd., Staines 801. (C1074)
- £455**!!!—1952 series Triumph Mayflower de luxe saloon, beautifully maintained, only 2 owners, choice also 1951 and 1953 models.
- L**AMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges; hire purchase, £21-423, High Rd., Finchley, (East Finchley Underground), Finchley 6222. (C5052)
- 1948** model Triumph 1800 razor-edge saloon, immaculate throughout, radio; £565.—Cavendish Motors, Cavendish Rd., N.W.6, Wil. 0048. (6806)
- 1949** Triumph 2000 saloon, grey/grey interior, beautiful condition throughout; £425.—Coles Garage, 42, Worpole Rd., S.W.19, Wimbledon 0158. (C1054)
- 1952** Renown in grey, with radio, heater, loose covers and white wall tyres, a one-owner car, supplied and maintained by us, in excellent all-round condition; £595.
- K. J. MOTORS, Ltd.**, Bromley, Rav. 3456. (6860)
- TR2**, 1954 warranted, 4,000 miles, not used in competition, overdrive, heater, large screen for comfort; £625.—Price, 77, Beahs Hill Rd., B'ham 6235. (C5035)
- £165**—1938 Dolomite 14hp sports saloon, above average condition; terms, exchange.—Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. Leighton Buzzard 2060. (C1045)
- 1949** Triumph 2000 Roadster, biky-red hide, ntr., one owner; £435; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few miles from Clapham Junction), Bait. 2252. (C3022)
- £111** or near offer.—1939 Triumph Dolomite 14-litre sports saloon, excellent mechanically, served its last owner well, now reluctantly forced to sell.—Mason, 75, Stapleton Hall Rd., N.4. (C2052)
- 1955** Triumph TR2, finished green with red interior, fitted overdrive and heater, in perfect condition throughout; £765.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1163. (C1016)
- H. F. EDWARDS** offer 1953 (August) Triumph Renown saloon, grey with beige leather, heater, quite immaculate one-owner car; written guarantee; £615; terms, exchange.—154, Great Titchfield St., London, W.1, Tel. Langham 0012. (C2003)
- 1950** (May) Triumph Renown, black, fawn leather, a really first-class one owner car, fitted nearly new tyres, moderate mileage, any trial or inspection; £425.—R. S. Mend (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 5431. (C5011)
- 745** gns.—Triumph TR2 1955 super sports 2-seater, British racing green, heater, adjustable steering, one owner, exceptional condition; terms, exchange, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)
- £485**!!!—Triumph Roadster 2000 coupe, although 1949 no one would believe this vehicle is 6 years old, bodywork beautifully maintained, inside and out this vehicle looks and runs like 10,000 miles; choice 2; many other cars.
- L**AMBS OF WOOD GREEN (Est. 1897)—100 guaranteed cars; exchanges; hire purchase, £21-423, High Rd., Finchley, (East Finchley Underground), Finchley 6222. (C5052/1)

Triumph Cars Wanted

- R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)
- B. J. HUNTER, Ltd.**
- F**OR your immediate purchase of your Triumph TR2.
- J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. (W2040)
- P**RIVATELY owned Triumph—2/143, Streatham High Rd., Streatham 8607. (W2037)
- J. H. BARTLETT** will pay more for good TR2 Triumphs.—27, Fembriidge Villas, W.11. (W1013)
- M**ARSTON MOTORS Co., Ltd., for your Triumph—Tel. Sta. 9300.—Seven Sisters Rd., Tottenham N.15. (10182/R)
- TRIUMPH** Roadster 2000, 1949, cash for perfect specimen.—Duncan, 2, Millhouse Lane, Newcastle, Staffs. (6748)
- Triumph Spares and Service**
- TRIUMPH** distributors for spares, service and repairs.
- T**EL. Lancaster Engineering Co., Ltd., 39-43, Edm. St., Kingston-on-Thames, Kingston 8151-6. (10918/R)
- B**ASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1, Lan. 7733. (10143/R)
- L**ARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 2, Tel. 29439. (10302/R)
- TRIUMPH** spares for all post-war models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 5322). (0858/R)

UTILITY CARS

NORMAN AUTOS offer:

- 1953** Bedford Dormobile, Martin Walter body, low mileage; £265.—Norman Autos, 344/354, London Rd., West Croydon, Surrey, Thornton Heath 4657. (C3069)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1956 VAUXHALL VELOX
Vauxhall Velox, works mileage; part exchange welcomed.
SCOOT CARB, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. (C4016)

1953 Vauxhall Velox saloon, one owner, splendid condition, heater and radio. £255.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Oldstone 2254. Open week-days 9 a.m. to 6 p.m. (C3036)

1949 Vauxhall Velox £263; 3 months' guarantee.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5225 & 5774. (C4054)

1952 Vauxhall Velox, radio, heater, excellent condition. £495.
SCOOT CARB, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 2100/8676. (C4016/1)

1953 Velox, grey, heater, one owner, excellent condition. £270—Mayday Motors Ltd., Mayday Rd., Croydon, Thornton Heath 5475-4-5. (C6665)

£395—Vauxhall Velox 1950 saloon, 4-door, exceptionally good car throughout; many other cars.
BEHRENDT, 1 Clarendon Rd., Holland Park, W.11, Park 5066-7 (50 yds. Holland Park Tube). (C1017)

1952 Vauxhall Velox, black with red interior, heater, wing mirrors; 3 written guarantees. £685.
W. J. BROWN, Ltd., 359, Finchley Rd., N.W.3. (C1025)

1955 Vauxhall Velox saloon, finished in grey; £765.—University Motors, Ltd., 30, Piccadilly, W.1. Grosvenor 4141. (7039)

1953 Vauxhall Velox, black/blue, radio, heater, 12,411 miles.—Dunham & Haines, 46, Castle St., Luton 2100-1. (C1076)

1955 Vauxhall Velox saloon, 2,000 miles; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010)

1953 Vauxhall Velox, exceptional order; £380.—8m.1h & Hunter, 275, Kensington High St., W.14, Tel. Western 3312. (C4019)

1954 (May) Velox, black, radio, heater, one owner, £625.—Vandervell, 215, Haverstock Hill, N.W.4.1. Priests 4641. (C4016)

£410—Vauxhall Velox, 1950, 29,500m., heater, loose covers, beautiful condition.—Tel. Conham (Portsmouth) 78185. (6421)

VAUXHALL Velox saloon, 1950 model, owner driven, perfect running condition, heater, £400 or near offer; seen London or Kahr.—Lindsay, Escher 4061. (6967)

1953 (Sept.) Velox, green, heater, 24,500 miles, "garaged", regularly serviced; £570 o.n.o.—Handley, "Quaywood", Tower Hill Rd., Woking, Surrey, Tel. 4465. (6740)

1954 Velox, low mileage, radio, heater, loose covers, many extras as new; £645—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185. (C3096)

1954 Vauxhall Velox, black, low mileage, one owner, very carefully used; £625.—Walters Motors, Ltd., 554, High St., Ponders End, Enfield, Tel. Howard 1646 or 1951. (6685)

1954 Velox in grey with dual tone grey and red upholstery, fitted heater, radio, 4 speakers, one owner car, taxed year, supplied and maintained by us; £640.
ALSO a similar 1953 car.

A. J. MOTORS, Ltd., Bromley, Rav. 3456. (6862)

VELOX, Feb. 1954, green, 14,000 miles, radio, heater, continental springs, seat covers, fog lamp, screen clean, Underseal new tubeless tyres, immaculate; £675.—Lowen, Renown 3416. (6652)

1954 (series) Vauxhall Velox saloon, 13,000 miles, green 2-tone green interior, tyres practically all unused spare unused, one owner, taxed year, whole car spotless; £610.
A LITWOOD GARAGE, Altwode Rd., Maidenhead Tel. A Littlewick Green 70, evenings and week-ends Littlewick Green 5078. (C1107)

1955 Vauxhall Velox saloon, 9,000 miles, radio, heater; £755.—British & Colonial Motors, Ltd., 15-14, Upper St., Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station), Temple Bar 5588. (C1027)

1952-3 (registered November '52) Vauxhall Velox saloon, grey, heater and spot lamp, one titled owner since new, spotless condition; £495.—Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. (C8019)

Vauxhall Velox Cars Wanted
VAUXHALL Velox saloon required, 1956, Wyvern considered.—41, Alfred Rd., Winchester. (W1010)

VAUXHALL CRESTA
H. C. PAUL, Ltd.
1954 (Nov.) Vauxhall Cresta, 11,000 miles, one owner; £745.—32, Brunton Place, Berkeley Sq., W.1. Mayfair 0621-2. (C3040)

NEWNAMES, Ltd.
1955 model Vauxhall Cresta saloon, radio, 8,800 miles. £625.
NEWNAMES, 235-245, Hammernsmith Rd., London, W.6. Riverside 4646 (3 lines). (C3024)

G. N. Ltd., Vauxhall main dealers, offer:—
1954 Vauxhall Cresta, morocco red/beach white, radio and extra, mileage 9,600; £795.—278-280 Balham High Rd., London, S.W.17. Bal. 1053 (7 lines). Showrooms open 9 a.m.-6 p.m., including Saturdays. (6650)

1955 Vauxhall Cresta, radio, heater, 11,000 miles; £765.
GEORGE NEWMAN & Co., 569, Euston Rd., London, N.W.6. Eus. 4466. (C3023)

1955 Cresta, mileage 3,500, indistinguishable from new; £685.—Box 7640. (6524)

1956 model Cresta, works mileage (1201) only; £645.—Box 7639.
1955 Cresta, low mileage, many extras including radio, heater, screenwashers, chrome wheel-rims, spot lamp, etc. £648.—Starwood Motors, 23, Uxbridge Rd., W.5. Balins 1475. (5964)

1955 VAUXHALL CRESTA
model Cresta, black, many extras, one owner, practically new throughout; £795; another under 5,000 miles. £845.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4465. (C3016)

VAUXHALL Cresta July 1955, 4,500 miles only, V single colour, silver grey, practically unused, impossible to find a better one; £795.—Alpha Garage, Westergate, nr. Chichester, Eastgate 327. (6927)

1954 (November) Cresta, mileage 3,800 only, two tone grey, condition as new, radio, screen washers, etc.—£845.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)

1955 model Vauxhall Cresta, 2-tone cream and blue, with blue interior to match, low mileage, one owner from new, taxed; £795.—Liles Garages, Ltd., 50-52, Broad St., Birmingham. Tel. Midland 5574 and 7552. (C3097)

1939 VAUXHALL 25
Vauxhall 25 7-passenger limousine, fair order throughout; £165; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5225 and 5774. (C4054)

VAUXHALL MISCELLANEOUS
S. SHAW & KILBURN, Ltd., for Vauxhalls.
It is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at
4-6, Berkeley Sq., W.1. Grosvenor 4528 (C0018/R)

VAUXHALL and other makes of used cars in good condition; let us know your requirements. Tel. Uxbridge 6432-5.—Gregory's of Uxbridge. (0089/R)

GRAHAM BROTHERS "Autorama" for "quality" tested "used Vauxhall cars" your key to real used car value. Look for the "Autorama" at Graham Bros. (Motors), Ltd., 799-835, Chester Rd., Streiford, Bradford 5311. (0255/R)

Vauxhall Miscellaneous Cars Wanted
R. ROWLAND SMITHS the Car Buyers—Highest cash prices for Vauxhalls.—Hampstead 3200. N.W.5. Ham 6041. (W4015/R)

S. SHAW & KILBURN, Vauxhall main dealers
WILL purchase modern Vauxhall cars.
4-6, Berkeley Sq., W.1. Grosvenor 4328. (C0018/R)

G. N. Ltd. (Vauxhall Main Dealers)
HAVE you a post-war Vauxhall for sale? Contact A. G. N. Ltd., 275, Balham High Rd., S.W.17. Tel. Balham 1033. (0201/R)

PRIVATELY owned Vauxhall 10 or 12—2/143, Streatham High Rd., Streatham 5607. (W2037)
VAUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earis Court Rd., S.W.3. Fremantle 6378. (0479/R)

URGENTLY required, post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 9322. (W2032/R)

Vauxhall Spares and Service
C.A.C.
CROYDON AUTOMOBILE COMPANY, Ltd.
VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturer's rate; complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; motor exchange service and all other repairs to your Vauxhall or Bedford at:—
BEDFORD House 380-388, London Rd., Croydon. Tel. Thornton Heath 2275 (14 lines). (0205/R)

VAUXHALLS—Reconditioned service units available from stock for DK, DY, HI, J, JCV, Velox, Wyvern, PCL models; gear boxes, suspension units, steering gears, differentials, rear axle axles, water pumps, oil pumps, springs, clutch pressure plates, brakes, etc.; enquiries invited.
TRIAXION, Aerodrome Rd., London, N.W.4. Hendon 5204-6. (0964/R)

VETERAN CARS
WELHAMS, Surbiton Hill Rd., Surbiton, Elmbridge 1973, buy and sell pre-1915 Veterans. (C4070)

FORD T (July 1914) saloon, complete, needs restoration and 14 tons spares including 12 engines, offers.—Old Shoreham Garage, Shoreham-by-Sea 2057. (6764)

Veteran Cars Wanted
WANTED: Guy V8 car, enthusiast wishes to purchase a Guy V8 car, condition immaterial.—Please forward complete details to Box 7693. (6875)

VETERAN car required in good order, also model T Ford; please write.—Bulle, Woodley Court, Romsey, Hampshire. (6594)

VOLKSWAGEN
VW MOTORS, Ltd.
SOLE concessionaries, Great Britain and Northern Ireland.—Cars available for early delivery.—Byron House, 7-9, St. James's St., London, S.W.1. Whl. 9501. (0648)

C. COLBORNE GARAGE, Ltd., Ripley, Surrey
THE Volkswagen Centre
THE original U.K. Specialists and leading distributors in and out of town and specialised service, coachbuilding, cellulosing, new, used and reconditioned cars. Tel. Ripley 2361. (10373/R)

WM
1955 Volkswagen de luxe sun roof saloon, Stratocaster, mileage 7,000, as new; £695.—Welbeck Motors, Ltd., 107, Crayford Rd., London, W.1. Inner Baker Street Station. Welbeck 1136 (6 lines). (C4049)

VOLKSWAGEN
R. RICHARDS & CARR, Ltd., are always best value:—
1955 de luxe saloon, 1,192cc, one owner, superb condition; £835.
1954 de luxe saloon, 1,192cc, full £110 West Essex modifications, greatly improved performance, 55 mpg, one owner, virtually faultless; £635. (7052)

1954 de luxe saloon, 1,192cc, Stratostyle, one owner, virtually unmarked; £575.—35, Kinnerton St., S.W.1. Sloane 5424. (C3045)

PERFORMANCE CARS, official Volkswagen agents.—New and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. (C3041)

1953 (November) de luxe saloon, green with beige trim, one owner, 19,000 miles; £535.—Brookside Motors (Croydon), Ltd., 152, Brigstock Rd., Thornton Heath, Tho. 4256. (6440)

VW Sports cars, new, second-hand, or you can have your own converted; cruise at 80mph while doing 120mph, only suppliers.—West Essex Engineering Co., Ltd., Abridge, Theydon Bois 2077. (0014/R)

V & F MONACO MOTORS, Volkswagen specialists, offer you their unique experience obtained in 5 years of servicing and the repair of Volkswagen cars.
V & F MONACO MOTORS—1951 de luxe saloon, green, 40,000 miles, one owner, very good condition; £645.
V & F MONACO MOTORS—1947 Standard saloon, good condition throughout; £325.
V & F MONACO MOTORS—Official Volkswagen Agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. (0642/R)

Volkswagen Cars Wanted
THE Volkswagen Centre require good Volkswagen cars, all years and models.
C. COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. (10393/R)

VOLKSWAGEN saloon wanted: write/phone Birkenhead 1493.—Taylor, 46, Hamilton St., Birkenhead. (6946)

WANTED, Volkswagen saloon 1955-5, cash.—138, Long Lane, Liverpool, 19. Garston 1529. (6660)

RICHARDS & CARR, Ltd., buy Volkswagen.—35, Kinnerton St., S.W.1. Sloane 5424. (W3045)

1954-5 Volkswagen required, any model; trade welcome.—Field, 245, Markfield Lane, Markfield, Leicestershire. Markfield 528. (7052)

PARTICULAR VW Weasels, converted in 1955, wanted by enthusiast; please send particulars, registration number, price and date of conversion.—Box 7660. (6575)

BRADSTOCK MOTORS, Ltd., Volkswagen agents, require good used Volkswagens urgently.—Chase Rd., Epsom 5596-7. (W1090)

V & F MONACO MOTORS—The Volkswagen buyers 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. (059/R)

URGENTLY required: £350 available for good condition Volkswagen; immediate (A.A.) inspection. Weeks. Old Rectory, Noke, Oxford. Tel. Kidlington 5146. (15725)

Volkswagen Spares and Service
C. COLBORNE GARAGE, Ltd., Ripley, Surrey.
GENUINE Volkswagen spares: 24-hour postal service, technical service available.—Tel. Ripley 2361. (10373/R)

EUROPEAN CARS, Ltd., Volkswagen Distributors.
NOW offer increased service facilities in their newly extended workshop.
SPECIALISED repairs on Volkswagen by factory trained mechanics.
LARGE new spare parts stores fully stocked.

129 Old Brompton Rd., S.W.7. Fremantle 7722. (0436/R)
PRIDE & CLARKE, Ltd.—Buy return "Volkswagen" spares service—Storkwell Rd. S.W.9. Brixton 6251. (18068/R)

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2361) and Dares House (Welbeck 789) branches have factory trained mechanics and offer you full service with repairs and parts facilities. (0955/R)

V & F MONACO MOTORS—Volkswagen spares service, repairs, reconditioned engines, insurance repairs, conversions to R.E.D.; all Volkswagen accessories stocked.
V & F MONACO MOTORS—The Volkswagen specialists, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. (0293/R)

REPAIRS (Supervision Mr. Tarrant, Diploma, VW Works): seat covers, 45 Speed Twin carburettor conversion giving astonishing acceleration, greater maximum speed, 248; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. (84100)

WOLSELEY
EUSTACE WATKINS, Ltd., the sole London distributor, 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621, offers:—
11000 miles, December, 1954, Wolseley 4/44, maroon; £745.
CHOICE of several low-mileage Wolseley 4/44s, beautifully maintained.
1953 Wolseley 4/44, black, late delivery; £645.
EUSTACE WATKINS, Ltd., 12, Berridge St., W.1. Mayfair 5951, 399, London Rd., Croydon, Thornton Heath 4263, or 12, Chelsea Manor St., S.W.3. Paxman 5151. (C4046)

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621, offers:—
1949 Wolseley 6/30 saloon, black with green leather upholstery, heater, good condition; £275.
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621. (C3042)

£235—Wolseley 10, 1939, gunmetal grey, recond. engine, taxed.—Wentley 2408. (6893)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

BOON & PORTER, Ltd.

1955 (June) 4/44, Connaught green, 11,000 miles, virtually unscratched; £745. [C1022]

CASTELNAU, S.W.13 (Hammer Smith Bridge), Riv. 4444.

TOM GARNER, Ltd., offer

1954 Wolseley 6/80 saloon, gunmetal, 16,000 miles; £565.—Tom Garner, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 5265-6-7. [C2169]

H BEART & Co., Ltd., offer:—

1954 model Wolseley 4/44 saloon, first registered November, 1953, metallic green with green upholstery, a beautifully maintained car in superb condition throughout; offered with B.M.C. guarantee at £695.—102, London Rd., and High St., Kingston-on-Thames, Kingston 1548 [C1018]

1954 series Wolseley 4/44; £650.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]

PETER BANTOCK CAR SALES offer:—

1954 Wolseley 4/44, one owner only, 12,000 miles, fitted with £100 worth accessories, in beautiful condition throughout; £725.—104, High Rd., Chiswick 2725/5870. [C1014]

GOY SALMON AUTOMOBILES offer:—

1955 Wolseley 4/44 saloon, 5,000 miles, maroon/ed upholstery, quite as new in every respect; £795.—Portsmouth Rd., Thames Ditton, Surrey 2581-2-3. [C2001]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1946 Wolseley 14, £345; 1939 Wolseley 12, £325.—355, High Rd., Wembley, Middx. Tel. Wemb. 4422 [C4015]

1955 Wolseley 4/44, 5,000 miles, radio, heater, indistinguishable from new; £750. N.W.3. [C4016]

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676.

1950 Wolseley 6/80 saloon, gunmetal with grey leather, heater; various extras; £495. PARKERS (MOTORISTS & TYRISTS), Ltd., Deansgate, Manchester, Dea. 4507. [C3082]

1952 Wolseley 6/80 saloon, black, brown leather, heater, many extras, beautifully kept; £450. CRES. ADIOS, 136-138, Streattham Hill, London, S.W.2. Tulsa Hill, 9511. [C1002A]

WOLSELEY 13 1939 black saloon, excellent mechanical order, new battery; £120.—Merrivale, Ockham Rd., East Horsley 456. [C6037]

BARTIS OF KINGSTON.—Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston Tel. 3548 [C0083/R]

1932 Hornet Special, overhauled, engine rebuilt, good tyres, hood; £90 o.n.o.—Moore 50, Upper Brook St., W.1. [C6892]

1955 Wolseley 4/44 saloon, grey, red leather, 4,000 miles, superb condition; £795.—Robbins, East Putney, Tel. 7681. [C3010]

1954 Wolseley 4/44, maroon, very fine condition; £740.—Central Garage, Henley-on-Thames, Tel. 555. [C6714]

1949 (Nov.) Wolseley 4/50, excellent, 35,000, recent overhaul; £425.—46, Eastlands, Newcastle-upon-Tyne. [C6961]

1952 Wolseley 4/50 saloon, metallic chrome green, includes leather upholstery and heater, perfectly maintained; £525.

FERARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [C2008]

1951 Wolseley 6/80, splendid condition; £415.—Smith & Hume, 376, Kensington High St., W.14. Tel. Western 2512. [C4019]

1954 Wolseley 4/44 saloon; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010]

1955 (Jan.) Wolseley 4/44 saloon, black, maroon leather, 5,000 miles only, many extras; £800.—Payne, Shillington Tel. 203. [C3848]

1952 Wolseley 4/50, beautiful green, carefully maintained since new, extras, taxed; £485.—Cotters, Woodchurch, Ashford, Kent. [C6943]

WOLSELEY

1954 Wolseley 4/44 low mileage, de luxe radio, immaculate; £775.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.3. Tel. Colindale 3185. [C3098]

1950 Wolseley 6/80, immaculate condition; £395.—Jack Foster (Automobiles), 528, Hendon Way, N.W.4. Hen. 8011-2. [C3063]

1953 Wolseley 6/80 saloon, grey, excellent condition, 24,000 miles; £530.—Salmons Garages, Ltd. Temple Bar 3538. [C4069]

WOLSELEY 6/30, 1955, under 5,000 miles, definitely as new, taxed, etc.; £1,065.—Frank Grounds, Ltd., 188, Lichfield Rd., Aston Birmingham 6. East 1763. [C636]

1951 series Wolseley 4/50, grey, recent overhaul, a very nice car; £415.—London Cars, 392-G, Greenford Rd., Greenford, London, Wanslow 2645-4407. [C2059]

1948 Wolseley 8 4-door saloon, guaranteed; £345; exchanges, terms.—Palmer, 3, Russell Gardens Mew; Kensington, W.14. Park 9704 & 9868. [C2059]

6/90 Wolseley, 1955, grey with red upholstery, fitted heater, screen washers, etc., negotiation mileage; £1,095.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082]

£444!!!—1950 Wolseley 6/80 de luxe saloon, the most complete car ever made, one owner only since new, 25,000 miles, beautiful throughout.—Below.

£365!!!—1946 Wolseley 14 de luxe saloon, in mint condition throughout.—Below.

£299!!!—1946 Wolseley 14 de luxe saloon, choice also 1946 saloon.

LAMBS OF WOOD GREEN (Est. 1897); 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. (East Finchley Underground.) Finchley 6282. [C2059]

ARCHIE SIMONS & Co., Ltd.—1950 Wolseley 6/80 saloon, black/brown leather, fitted heater, in excellent mechanical condition; £425.—93, Gt. Portland St., W.1. Len. 1348. [C4013]

1947 Wolseley 14/60 saloon, colour blue, moderate mileage, one private ownership only, good condition; £295.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0818. [C1074]

1955 model (registered December, 1954) Wolseley 4/44 saloon, with windscreen washer and fog lamp, mileage 10,000 approximately; £795.—Jarvis & Sons, Ltd., Morden Rd., S.W.19. Liberty 8221-3. [C2088]

1955 Wolseley 4/44 saloon, radio, heater, 8,000 miles; £785.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (ad) Leicester Square Tube Station). Temple Bar 3538. [C1027]

WOLSELEY, 1939 model, 18/85hp saloon, fitted owner, serviced by manufacturer, chauffeur driven, magnificent car, original condition; £195. Smith's, 86, Chalk Farm Rd., N.W.1. Tel. Gulliver 2767. [C6790]

245 ans.—Wolseley 18 1948 de luxe saloon, sliding head, leather, heater, excellent condition; terms, exchanges, list; open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1953 (Oct.) Wolseley 4/44 saloon, black, one owner, 11,000 miles, extras, in exceptional condition; £650; terms exchanges.—J. P. Wyatt, Ltd., 51/53, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 6988. [C4084]

Wolseley Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [C4018]

JACK ROSE, Ltd., require Wolseley 4/44 cars.—Stafford Rd., Wallington, Surrey. Wall. 6677 and Burgh Heath 2576. [W5056]

16hp Wolseley 1937 model (Series II) wanted, good price for car in mint condition, but all replies invited.—Wallis, Blind Lane, Kenilworth. [C6956]

H. P. EDWARDS are keen to buy good Wolseley cars and will pay excellent cash prices; distances no object.—Details please to 29-34, Upper High St., Epsom, Surrey. Epsom 9400. [W2001]

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RAMSAY MOTORS, Ltd., 242/248, High St., Barnes 2540.—Spares, 1937 onwards; sales and repairs. [C077/R]

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—309, Balham High Rd., S.W.17. [C0593]

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3. (Flaxman Bldg.), for Wolseley service, complete overhauls, coachwork and reconditioned engines. [C0877/R]

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CASH for cars.—Smith's, 86, Chalk Farm, 3d. N.W.1. Gul. 2767. [C0294/R]

GOOD used cars wanted, any make or h.p.; immediate cash.—Traynor Motors of East Ham, E.6. 2530/5834. [W4653]

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12hp Morris ambulance, £115; 24hp Albion, £125; 22hp Ford recon engine, £175; 27hp Austin, £200; many others.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2236. [C2022]

MOBILE CANTEENS, KITCHENS, ETC. 27hp Austin walk-in shop, coachwork in course of construction, mileage 5,000, £795; many others, including 16hp Austin, also Fordson 4-cylinder cost cutters, 1953, from £365.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2236. [C2022]

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HEARSE and handles from stock; brochures available. ALPE & BAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102]

MOTOR SCOOTERS

COMERFORD, for Motor Scooters, Distributors for Lambretta, Bella Parilla and Britax Scooterette Demonstrations, free quotation hire purchase terms, etc.—Oxford House, Portsmouth High Rd., Thames Ditton, EMB 5531 (six lines) [C0575/R]

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A&S 1948 14hp Morris Taxi, sound condition, reconditioned, good tyres, £250. ALPE & BAUNDERS (Limousines Purchased) Property Court, North Audley Street, Mayfair 2841. [C1006]

LONDON taxicabs for sale, 1939 model.—Apply Gooden & Cooper Ltd., 17, Melbourn Square, London, S.W.9. [C1064]

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1951 Bedford 10/12cvt van, one owner, painted in primer; £215.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. [C3099]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1947 Ford 8 van at £165; 1950 Ford van, 2 ton, £112.—355, High Rd., Wembley, Middx. Tel. Wemb. 4422. [C4015]

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1955 Dormobile, under 8,000 miles, one owner, extra splendid throughout; £650. [C1080]

DAVIES MOTORS, Ltd., 273, London Rd., E.1. Tel. 4211-5. [C1080]

Ford 10cvt van, August, 1955, 1,000 miles, ladder rack.—Tel. Godstone 321. [C6792]

BUNTINGS MOTOR EXCHANGE for light commercials at wakes; Bradford specialists, list on request.—Bonners Hill Lane, Harrow Tel. 8225-6. [C0847/R]

£320.—Fordson 1954 10cvt van, guaranteed.—Bones Rd. Garage, Bones Rd. (North Circular Rd.), N.11. Bones Park 2264. [C6781]

MOHRIS Minor van, July, 1955, unletered, extra seat; £420 o.n.o.—Wright, Brackley, Church Crookham, Bants. [C6894]

IMMEDIATE delivery 10cvt Fordson traveller's van, timber framing; £551.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2236. [C2022]

THAMES Scvt van, 1955, 35 miles, colour blue, extra; £440.—9, Wandsworth St., Wandsworth 865. S.W.8. Mac. 2124 (daytime). Bkr. 4563 (evenings). [C6851]

1955 Ford Scvt Thames van, 200 miles; also 1954 Fordson 10cvt van, new condition; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010]

STANDARD Vanguard diesel van; list price £286/5/6. 2 unregistered demonstration model; price sets; £65. —Luxham, Watlington Ave. Blackpool, Tel. Marlon 754. [C6949]

G&M ALFIEDS (1956), Ltd.—1955 Austin 40 van, 10cvt, with 10cvt (1937) and 10cvt (1955) as new, £425; 1955 Austin 40 down brougham, exceptional example.—6-7, Warren St., W.1. Euseb. 3266. [W505]

145 ans.—Fordson 1948 Scvt van, very good condition. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1954 Morris D.L.I. 1-ton delivery van, plate, 8,000 miles, 11cvt only, guaranteed; £525, or £175 deposit, balance over 2 years; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 9868. [C3034]

£165.—1950 (Sept.) Austin 3-way 25cvt van, one owner, very carefully used and maintained and in exceptional order throughout, three months mechanical guarantee; terms to suit and exchanges.—Coacherat, Elm Rd., Evesham, Tel. 6539. [C1063]

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WILSONS AUTOMOBILES & COACHWORKS, Ltd., for favourable delivery all Austin models, including light commercials. -34, Acres Lane, London, S.W.2. Brixton 4011. (104085/R)

SMITH & HUNTER, Ltd., specialists. -Direct car and service agents, fullest facilities; available now A90, A50, A30 exchanges, deferred terms. -376-8, Brixton High St., W.14. Western 2512. (104019)

AUSTIN A90 W/Minter de luxe, blk./red hide, htr.; list price: exchanges. -Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Bat. 2252. (103022)

AUSTIN Princess saloon, finished in grey with blue leather upholstery; available for immediate delivery at pre-Budget price. -Hals' Motor Co., Ltd., Austin House, Granada Rd., Southsea, Tel. Portsmouth 32267. (106005)

IMMEDIATE delivery new Austin Princess limousine; list price, £2,834/9/2. -British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3568. (101027)

IMMEDIATE delivery new Austin A40 Countryman; heater; list price, £746/16/6. -British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3568. (101027/1)

PRINCESS saloon, A90, A50, A40, A30, and all commercial models. -Prynn & Stevens, Ltd., the South London Austin Depot, St. Acres Lane, S.W.2. Repairs and service to Austin exclusively. (10688/R)

BITAIN and back, overseas residents visiting Britain may buy new Austins without purchase tax for use in Britain and subsequent export; delivery airport or London; immediate reply to inquiries. -Steele Griffiths, Ltd., London, S.E.5, England. (10467/R)

LANKESTER ENGINEERING Co., Ltd., 39-45, Eden St., Kingston; the Austin main agents offer immediate delivery, one only, A40 Countryman and one A30 saloon at pre-Budget prices; exchanges and deferred terms. -Kingston 5151 (6 lines). (10663/R)

AUSTIN A90 Westminster de luxe, blue and red upholstery, £2,834/2/6; Austin saloon 4-door, blue heater, overriders, ashtrays, £526; Austin A30 4-door saloon, in grey, heater, overriders, ashtrays, £250/16/6. -Bres & Sons, Ltd., 135, Old Brompton Rd., S.W.7. Frenant 5533. (101093)

1956 Austin A135 Princess Mark III saloon, black brown hide, ex works, unregistered; 1956 Austin A135 1.7-l. 7-seater limousine, black, brown hide, ex works, unregistered; both cars available for January 1956 delivery. -Healy, Victoria St. and Cheltenham Rd., Bristol. Tel. 27757 and 21336. (10606)

YOU couldn't do better than secure immediate delivery of your new A90 Westminster saloon at the pre-Budget price; immediate delivery available of A40 and A50 Cambridge, A40 Countryman and A30 2-door saloon; current market value for your present car subject to inspection.

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MEBES & MEBS, Ltd. (Est. 1893), direct Austin specialists for past 30 years offer from stock immediate delivery A30 2- and 4-door saloons, both black; A40 van, green; early delivery other models including light commercial vehicles; part exchange and extended payments. -The Broadway, Mill Hill, N.W.7. Tel. M1 0240. (103542)

AUSTIN-HEALEY

WE value cars in part exchange. -Performance Cars, Brentford, Middx. Enlind 8841. (103041)

SMITH MOTORS OF DULWICH for Austin-Healey. -285, Rye Lane, S.E.15. New Cross 6767. (10841/R)

LANKESTER ENGINEERING Co., Ltd., 39-45, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 5151-8, offer immediate delivery 100 model sports colour green; exchanges and deferred terms. (10389/R)

1955 Austin-Healey 100 2-seater, 3-speed model, only; enquiries invited. -Charles G. S. Bunt, Ltd., Conisford Rd., Darnley, Tel. Darnley 257. (16711)

AUSTIN-HEALEY, the production sports car which which extras are standard equipment; buy your Austin-Healey from Don & Henry Motor Co., Ltd., Austin-Healey specialists; also sole distributors for Le Mans (Lunn) Ltd. in the United Kingdom.

SERVICE. -Donald Healey Motor Co., Ltd., Warrick St. London showrooms: North Audley House, 42, North Audley St., W.1. (10689/R)

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LOUCESTER House, 150, Park Lane, W.1 (Corner of Piccadilly). Grovenor 3434.

ROSE, Ltd., Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and Service.

MAREPAIR, Northampton. Tel. 4540.

DAVID ROSEFIELD, Ltd.,

OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS: 38, 42, Peter St., Manchester, 2. Deansgate 6871.

SERVICE Station remains at Chetham Hill Rd., Manchester, 8. Tel. Blackfriars 2502.

A. FOX & Co., Ltd., officially appointed Bentley retailers and service agents. Showrooms and Head Office, 3-7, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 5522.

RIPPOD BROS., Ltd., the largest Bentley and Rolls-Royce dealers of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork. Rolls-Royce specialists since 1905. Rippon Bros. Ltd., Huddersfield 7070 (10 lines).

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B.M.W.-ISETTA

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FORBES & PALACE, B.M.W. Isotta dealers; demonstrations. 23, Old Brompton Rd., Knightsbridge 1254.

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WE value cars in part exchange. Performance Cars, 89, Great West Rd., Brentford. Middlesex.

PRIDE & CLARKE, Ltd., Bond Minicar distributors, all models and colours in stock; one-third deposit accepted, balance on 12 months.

Stockwell Rd., S.W.9. Brixton 6251.

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SOLE concessionaires for all Borgward cars.

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C. L. & H. L. BLUNDELL, Ltd., Christ Church Rd., Folkestone. Tel. 2725.

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REYIS CAR SALES, Ltd., New Rd., Southampton Tel. 22354, sole distributors for Hants, Dorset and Somerset; demonstrations available; complete range; trade enquiries invited; early delivery.

E&T MOTORS, Ltd., sole distributors for Essex county and part of East London, literature, demonstration on request, quick delivery; trade enquiries invited. 525, High St., Lentonstone 2, 11. Tel. Lentonstone 4277 and 6351.

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A LIMITED importation of 1955 left-hand-drive Buick models; orders can now be accepted.

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BRITISH & COLONIAL MOTOR, Ltd. 13-14, Upper St. Martin's Lane (Ad). Leicester St. Tube Stn. W.C.2. Temple Bar 3598. Distributors for London and Home Counties.

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NEW Chrysler Plymouth V.8 and 6-cylinder saloons available choice of colours and specification; part exchange terms. 59-65, Belgrave Rd., N.W.6. Ma. 5532-2155.

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PORTSMOUTH Rd., Escher, Surrey.

ROWLAND SMITH'S for Daimler.

PART exchange; confidential h.p. terms; open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

DORKING MOTOR CO., Ltd., distributors, Daimler specialists. 2256 Dorking.

SMITH MOTORS OF DULWICH for Daimler. 295, Ryde Lane, S.E.15. New Cross 6767.

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HAMMERSMITH and Chiswick. Daimler official agents; immediate delivery some models; full service facilities. Rogers Garages, 22 Chiswick High Rd., W.4. Chiswick 6780.

D.K.W.

SOLE concessionaires for the Sonderklasse D.K.W. - Fraser Nash Cars London Rd., Isleworth. Middlesex Hounslow 0011.

SONDERKLASSE 3-6 1955 model, new and unregistered. £896/9/2. Litherland Motors (Liverpool), Ltd. Liverpool, 21, Tel. Waterloo 2494-5 (5870 line hours).

SONDERKLASSE saloon demonstration available at Rudas of Worthing; distance no object; part exchange arranged; terms; quick deliveries with choice of colour. Adjacent Central Station. Worthing 7773-4.

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BLUE STAR GARAGES, Ltd., Rosemont Court, Park Rd., Regent's Park, N.W.1. Pad. 7454.

BLUE STAR GARAGES, Exeter; Fiat distributors demonstration cars available. Exeter 7390.

RUDDS OF WORTHING for demonstrations, quick deliveries, adjacent Central Station. Tel. 7773-4.

NEW Fiat 600 saloon, grey, immediate delivery, pre-Budget price. Robbins, East Putney. Tel. 7981.

FIAT agents offer one on only, 800 at pre-Budget price. 458d. Holland Farm Automobiles, Park 2626.

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C. V. RUSHMER AUTOMOBILES, Official Agents; demonstrations, quick deliveries. 45, Holland Park Mews, W.11. Park 2731.

T. P. BREEN, Ltd. The new Fiat 600 available for demonstration; early delivery all models. High Rd., Whetstone, N.20. Hildes 7741.

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MAYFAIR GARAGES, Ltd., accredited West-End Fiat stockist for all models; highest allowance for any make in exchange; catalogues on request. Balderston St., W.1. Mayfair 3104-5.

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IMMEDIATE delivery Ford Zephyr, place your order now for earliest delivery of all models; part exchange; deferred terms; open day and night. Shaw Motors Ltd., 666-678, Garrat Lane, S.W.17. Wimbledon 3051-2-3.

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PART exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

STURR & COULD 290-2, Regent St., W.1.

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FOR your new Ford; delivery on payment of deposit; cars, motor cycles and 3-wheelers welcomed in exchange. Kilburn Bridge, N.W.6. Maids Vale 6034. Open to 8 p.m. 6 days a week.

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56 Park Lane, W.1. Hyde Park 4669, 574, Ealing Rd., Alperton Midx. Perivale 2589; and 8, 8, and 12, Sangley Rd., Calford, S.E.6. Hither Green 9821.

DLARD MOTORS, Ltd., Acre Lane, Brixton, S.W.2.

MAIN Ford distributors; consult us for delivery of all Ford models. Brixton 631-2-3-4.

OVERSEAS residents, enquiries Export Dept., Manually 5201.

WE value cars in part exchange. Performance Cars, 89, Great West Rd., Brentford. Middlesex.

DRIVE and try yourself a 1956 Zephyr before taking delivery from:

RIPCO Ltd., 16, Albermarle St., Mayfair, London, W.1. Hyde Park 2932-5-4.

BLUE STAR GARAGES, Ltd., Rosemont Court, Park Rd., Regent's Park, N.W.1. Pad. 7454.

JACK RUBS, Ltd., Ford Retail Dealers and Blockists Stafford Rd. Wellington Surrey Wat 9077.

IMMEDIATE delivery new Consul saloon. Kirkdale Cars, Kirkdale, Sydenham, London, S.E.26. Sydenham 6129.

KDM queries invited from 9, Albermarle St., W.1. Grosvenor 5551.

WEST LONDON MOTORS can now offer early delivery of Ford Consul; all facilities. 205-209, Fulham Palace Rd., W.6. Fulham 0066.

R. C. WIMBURN, Ltd., Ford stockists; part exchange, live purchase facilities. 512, Ealing Court Rd., Ealing, S.W.5. Freeman 8401.

1956 Ford Consul saloon. Immediate delivery; list price. Ripco, Ltd. (Consul purchase); list Albermarle St., Mayfair, W.1. Hyde 2932.

IMMEDIATE delivery Consul and Zephyr saloons and convertible. Zodiac saloons. Sharp & Sons, Ltd., 11, Uxbridge Rd., W.5. Ealing 1475.

F. R. PEACOCK, Ltd., main Ford dealers. Sales and service; coachbuilding. Insurance. 219-221, Balham High Rd., S.W.17. Balham 1271 (10 lines).

PEACOCKS OF FOLKSTONE, Ltd., main Ford dealers. Sales and service; insurance. Showrooms: 130, Sandgate Rd.; works and offices: 104, Ford Rd., Folkestone 5122 (3 lines).

CONSUL convertible, black beige, immediate delivery. Cash or terms up to maximum period. Wilsons Automobiles & Coachworks, Ltd., 54, Acre Lane, S.W.2. Brixton 4011.

FORD Customline saloon, r.h.d., fitted Fordmatic self change gear box, heater, wireless, black, unregistered, one only, pre-Budget purchase list. Hanners, Ford distributors, Broad St., Birmingham, Mid. 6311.

CLAND & TABOR, Ltd., Welwyn Ry-Park, Welwyn 481-2-3, offer immediate delivery Consul convertible. Dorchester grey, maximum h.p. terms available. 14rd. down, balance over 2 years, new cars at pre-Budget prices.

BRITAIN and back, overseas residents visiting Britain may buy new Fords without purchase tax for use in Britain and subsequent export; delivery airport or London. Immediate reply to inquiries. Steve Griffiths, Ltd., London, E.8.5. England 10468/R.

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BARNET area.—Hillman main dealers.—Hedley Green Garage, 202-204, High St., Barnet 0332. (0411)

1956 Husky, unused, list price plus delivery and plates, taxed.—Enterprise 7729. (16/25)

HILLMAN Mix special saloon, grey/red, immediate delivery.—Edenbridge Motors, Edenbridge 3150. (16/67)

SMITH AUTO Co., Ltd., Area Dealers for Rovers Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 2115 (3 lines).

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HUDSON spares and service are available at Spinkins (Twickenham), Ltd., 83-101, Heath Rd., Twickenham, Middlesex. Tel. Pop 1035-6-7-8. (10/76/R)

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BEDFORDSHIRE

IMMEDIATE delivery new Humber Super Snipe saloon in grey with red leather upholstery.

J. LEE (LIGHTON BUZZARD), Ltd., Lake St., Leighton Buzzard. Tel. 2172. [N1055]

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IMMEDIATE delivery, Humber Hawk and Super Snipe, choice of colours; some at pre-Budget prices.

R. A. MEAD (SALES), Ltd., Area Dealers, 42, Queen St., Maidenhead 3451-2. [N3011]

CARRIS MOTORS, Ltd.—Humber Hawk and Super Snipe, early delivery.—Lewisham Bridge, S.E.13. Lee Green 6585. (0720/R)

HUMBER Hawk.—T.M. Motors (London), Ltd., Great North Rd., East Finchley Station, N.2. Under 2301-2. [N5016]

HUMBER Super Snipe, finished in burgundy. £1,396/10/10.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Prentiss 3333. [N1063]

HUMBER Super Snipe, this grey, red upholstery. Last one available at £1,396. i.e. pure manufacturers' and budget prices; £246 below current price.

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SMITH AUTO Co., Ltd., Area Dealers for Rovers Group, offer early delivery of Super Snipe and Hawk saloon.—145, London Rd., Croydon. Croydon 2115 (3 lines). (10/67/R)

THE NEWTON SERVICE GARAGE for early delivery all Rovers Group models, demonstrations available.—Newton's Corner, Forty Lane, Wembley Park. Opposite Wembley Town Hall. Arnold 5252 (4 lines). (10/72/R)

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ENGLAND'S largest Jaguar distributors.

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MANCHESTER, 1-5, Peter St. (Blackfriars 7843.)

JAGUAR Mark VII Type M for early delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009]

JAGUAR

SIDNEY MAROTTS, Ltd.

JAGUAR sales and service; visit our showroom and see the complete range of 1956 models, early delivery demonstrations available.—Sidney Marotts, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 5701. (N3006)

H. BEART & Co., Ltd.;

JAGUAR main dealers.

WELCOME enquiries and will be pleased to give full details of the superb range of Jaguar cars.—102, London Rd., and High St., Kim-s-ton-on-Thames. Kingston 3346. [N1081]

H. VALLS (FINCHLEY), Ltd.,

AREA dealers for Jaguar.—84k VII type M saloons and XK140 models available for inspection, part exchanges; h.p. terms.—886, High Rd., North Finchley (Tally Ho) N.12. (Hill 1044). [16/68]

CHIPSTEAD MOTORS, Ltd.,

BORG-WARNER automatic gear box, Mark VII, grey, XK140 dropped head, black, for immediate delivery; pre-Budget price.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. [N1046]

R. ROSE & YOUNG, Ltd., offer—

NEW Jaguar Mark VII at pre-Budget price.—65-69, St. Nicholas Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tube Hill 6484. [N3057]

ROWLAND SMITH's for Jaguar

PART exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays.—Row and Smith, Hampstead (Tube), N.W.5, Hampstead 6041. [N4018]

LEONARD WILLIAMS & Co., Ltd. offer—

NEW Jaguar Mark VII M with overdrive for early delivery.—Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [N3067/R]

COOMBS & SON (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agent for South West Surrey.—St. Catherine's Garage, Guildford GU1 2JH. [N3067/R]

SMITH MOTORS OF DULWICH for Jaguar.—101, Barry Rd., S.E.22. New Cross 6611. [10/62/R]

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers.—Bromley, Rav. 3456. [10/68/R]

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. [N2054/R]

JAGUAR Mark VII saloon, grey, automatic transmission; £1,797/9/2.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Prentiss 3333. [N1065]

NEW Jaguars, good deliveries most models in stock; main dealers, The County Garage (M. & L.), Ltd., Lancaster Rd., Morecambe, Tel. 207. [10/69/R]

NEW Mark VII M with overdrive, battleship grey and grey leather, available immediate delivery.—Hearnsome, 26, Queenway, W.2. Baywater 0136. [N1015]

NEW, unregistered, 3½-litre Jaguar Mark VII M saloon with overdrive, onyx burg grey with blue leather upholstery; pre-Budget list price.—MacVittie, Malvern, Tel. 300. [16/79]

CLARKE & SIMPSON, Ltd., offer immediate delivery of Jaguar Mark VII saloon with automatic transmission, at pre-Budget price.—49, Sloane Sq., London, S.W.1. Sloane 4727. [N1046]

XK140 2-seater B, racing green, tan leather, overdrive, immediate delivery from stock at pre-Budget price; £1,662/3/4.—Hoffmanns of Leicester, Ltd., 31, London Rd., Leicester. Tel. 65751. [N2067]

HILLWOOD MOTORS for Jaguars, most models for early delivery, one only series III saloon at pre-Budget price, your car taken in part exchange, easy h.p. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. [16/64]

IMMEDIATE delivery new Jaguar Mark VII saloon, overdrive; list price £1,679/17/6.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, London, W.C.2. (adj. Leicester Square Tube Station). Temple Bar 5598. [N1027]

MARK VII saloon, black/red, automatic transmission, immediate delivery; one only at £1,797/9/2. your present car in part exchange.—Litherland Motors (Liverpool), Ltd., Liverpool 21. Tel. Waterloo 2484-5 (5870 after hours). [16/66]

ALCLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A. Welwyn 481-2-3, offer immediate delivery Jaguar Mark VII type M overdrive, birch grey, maximum H.P. terms available, 4½rd down, balance over 2 years, new cars at pre-Budget prices. [N1001]

JOWETT.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N2059/R]

KAISER

KAISER Sole Concessionaries for Great Britain; sales, spares.—Steele Griffiths, London. S.E.5. [10/59/R]

LANCIA

LANCIA, the safest car you can buy.

SEE these fine cars and our representative.

JOHN S. TRUSCOTT, Ltd., the oldest Lancia specialists.—173, Westbourne Grove, London, W.11. Baywater 4274. [N4035]

KDM & CHERRINGTON, Ltd.

SOLE distributors for London, W.1. area retailers throughout G.E., W.1. Gros 5551. [N2054/R]

LANCIA.—For catalogues and details apply Lancia (England), Ltd., Lancia Works, Alpersdorf, W. Wembley, Middlesex. Tel. Perivale 5696. [10/69/R]

JOE THOMPSON (MOTORS), Ltd., officially appointed retailers for the United Kingdom and distributors for Surrey, Middlesex and London.—31-35, Fulham Rd. S.W.5. Kensington 4653. [N4028]

MERCEDES-BENZ

LONDON.

TAYLOR & CRAWLEY, trade distributors (London postal area) and official retailers for Mercedes-Benz; all models available; exchanges and terms.—42a, South Audley St. (opposite Adams Row), Mayfair, W.1. (Grosvenor 6861.) [N4036]

ALWAYS consult

GRE CAR, Ltd., official distributors for Mercedes-Benz; demonstrators available; early delivery of all models, terms and exchanges. Showrooms.—169, Fulham Rd., Chelsea, S.W.3. Knightsbridge 4733. Service Depot.—60-62, Queenstown Rd., S.W.5. Macaulay 3563/4. [10/25/R]

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MERCEDES Distributors for Surrey and Sussex.

THE NEW 190 S.I. coupe is now available for demonstration anywhere, new, available for delivery.

EXCHANGES, terms

WORKING MOTORS, Maybury F.I.I. Garage. Woking 4277-8. [N4057]

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HERTS, Bucks and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hertford 2178. [10/11/R]

BROOKLANDS, wholesale and retail.

NEW Mercedes 300 B saloon de luxe, 220 A saloon de luxe, 190 SL sports, 500 SL sports; demonstrations available.

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MOST models in stock, immediate delivery several, including one or two at pre-Budget prices.

TRY our demonstration cars, including the new Type 300C, with fully automatic transmission, this car surpasses all previous standards, and is £390 less than its only serious competitor.

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173 Westbourne Grove, W.11. Baywater 4274. [N4055]

BURNS STATUE GARAGE, Ayr 3358, main agents for Argyshire.—Early delivery all models. [10/61/R]

MERCEDES-BENZ, one 220A saloon, servo, maroon/red, immediate delivery.

NIXON'S GARAGE (NCLC), Ltd., Hassell St., Newcastle. Staffs. [16/76]

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 15, distributors for Lancashire and Cheshire, sales, spares, service.—361, Ardwick 3361-7. [10/65/R]

MIDLAND Counties distributors; demonstrations of all models.—Carroll's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham Broadway 1285-2700. [10/76/R]

NEW Mercedes-Benz 190 saloon, grey, maroon interior, immediate delivery also new Mercedes-Benz 220A finished black, maroon interior; pre-Budget price.—Robbins, East Putney Tel. 7581. [N3010]

GALT OF GLASGOW, main agents, thoroughly recommend these magnificent cars; earliest 11 delivery demonstrations.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [10/64/R]

ALCLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A. Welwyn 481-2-3, offer immediate delivery Mercedes type 220A saloon, maroon, maximum H.P. terms available, 4½rd down, balance over 2 years, new cars at pre-Budget prices. [N1001]

DAVIES MOTORS, Ltd., official distributors, immediate delivery of 220A saloon, Servo assisted brakes, grey, red upholstery, early delivery of other models, h.p. service and spares facilities.—275, London Rd., Staines, Tel. 4211-5. [N1090]

BOURNEMOUTH distributors, Hants, Isle of Wight, Dorset, Somerset, Wilts.—Swanmore Garage, Ltd., earliest deliveries of all models: 180, 220A, 190SL, 300, 300SL and 300S.—Swanmore Garage, Ltd., 1180, Christchurch Rd., Boscombe C. Bournemouth, Southbourne 43544. [N4024]

MESSERSCHMITT

MANSSELL & FISHER, Sales, service.—See the new de luxe models at 20, Cadogan Lane, S.W.1. Slo. 4732. [N3066]

JOHNSON & BROWN offer immediate delivery Messerschmitt cabin scooter.—260-270, High St., Bromley Ravensbourne 8841-2. [N2075]

LOCKHART'S SERVICE DEPOT offer immediate delivery of the 125 m.p.g., 26 m.p.h., 2-seater Cabin Scooter.—Chiffers Rd., Dunstable. Tel. 114. [10/48/R]

CONFERMORDES for the new KR200 Messerschmitt; exchange terms; send for particulars.—Orford House, Portsmouth Rd., Thames Ditton, Tel. Kimbrook 5531 (8 lines). [16149]

M.G.

ROWLAND SMITH'S for M.G.

M.O. Magnette on view.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

EPSON.

THE WOODCOOTE MOTOR Co., Ltd.

M.O. retail dealers.

TELEPHONE Epsom 1234.

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 6841. [N3041]

SMITH MOTORS OF DULWICH for M.G.s.—285, Rye Lane, S.E.15. New Cross 6767. [10/52/R]

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5151. [N2054/R]

NEW CARS FOR SALE

M.G.

JACK ROSE, Ltd., M.G. Agents and Stockists, Stamford Rd., Woking, Surrey, Wal. 6977; also High St., Banstead, Burch Heath 2395. (N3056)

TOLMIN MOTORS for immediate delivery M.G. Magnette black saloon.—345, Staines Rd., Hounslow 456 or 5236. (16048)

IMMEDIATE delivery, one only M.O. Magnette saloon, 100 miles at pre-Budget price £315, ex-changes, deferred terms. (N3011)

R. S. MEAD (SALES), Ltd., 42, Queen St., Maldenhead, Tel. Maidenhead 5431-2. (N3011)

HAMMERSMITH and Chiswick—M.G. official agents, early delivery, full service facilities, 6800 Jargess, 22, Chiswick High Rd., W.4. Chiswick 6780. (N3054)

MEBES & MEBES, Ltd. (Est. 1895), offer rotational delivery of both models: full service facilities; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. (N3012)

MORGAN

MORGAN Plus-Four with TR2 engine.—Try Motocourts (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 3301-2. (N3018)

BASIL ROY, Ltd., Morgan distributors, full range on view; see and try Morgan fitted with TR2 engine.—161, Gt. Port Rd., W.1. Langham 7733. (N3018)

JOHNSON & BROWN, distributors, offer immediate delivery Plus 4-seater d.h.c. and Plus 4 2-seater d.h.c., both special finish.—269-270, High St., Bromley, Ravensbourne 6841-2. (N3074)

MORGAN,—Leicester and Rutland County distributors, most models from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/2023. (N3018)

MORGAN Plus 4, prompt delivery of these 3-spares for same: huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0571. (N3074)

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EPSON, THE WOODCOTE MOTOR Co., Ltd., MORRIS distributors. (16059/R)

RUSSELL MOTORS offer:—MORRIS Cowley, black, list price. (N3060)

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. (N3060)

ROWLAND SMITH'S for Morris. (N3060)

OXFORD, Isis saloons on view. (N3060)

PART exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N3060)

LYNE, FRANK & WAGSTALL, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—MORRIS Oxford saloon available for early delivery; list price.—Bede. (N3060)

MORRIS Oxford saloon, available for early delivery; list price. (N3060)

KDM & CHERRINGTON, Ltd.—Delivery enquires invited from 9, Albemarle St., W.1. Grosvenor 5551. (N3054/R)

SURREY MOTORS, Ltd., official Morris retail dealers, fully equipped for service and spares.—High St., Sutton, Vigilant 4444. (N3075)

MORRIS Isis Traveller's car, new, immediate delivery; list price.—Ralph Davis, Ltd., Stanhope Garage, Potters Bar 2971. (N3060)

TRAVELLERS car, Morris Isis; immediate delivery.—Ralph Davis, Ltd., Stanhope Garage, Potters Bar 2971. (N3060)

WEST LONDON MOTORS offer favourable delivery of Minors, Cowleys and Oxford; all facilities.—365-369, Fulham Palace Rd., W.6. Fulham 0066. (N3060)

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for favourable delivery all Morris models, including light commercials.—34, Acton Lane, London, S.W.2. Brixton 4011. (N3060)

LANCASTER ENGINEERING Co., Ltd., officially appointed retailers Morris cars and vans; reasonable delivery.—39-43, Eden St., Kingston-on-Thames, Surrey, Tel. Kingston 5151-4. (N3064/R)

SMITH & HUNTER, Ltd., specialists.—Car and service agents, full facilities; available now, Morris Cowley; exchanges, deferred terms.—378-8, Kensington High St., W.14. Western 2312. (N3019)

MEBES & MEBES, Ltd. (Est. 1895), Morris specialists for past 30 years offer early delivery of most models including light commercials; part exchange and extended terms.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. (N3012)

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NASH car spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. (N3062/R)

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LANCASHIRE and Cheshire distributors for Opel sales, service and spares. (N3060)

GROSVENOR GARAGE, Burnage Lane, Manchester, 19, Rus. 2974-5. (10199/R)

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SOLE Concessionaires, Leonard Williams & Co., Ltd., 5 Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. (N3070/R)

PANHARD

TRY the aerodynamic 850cc (42 bhp) air-cooled front-wheel drive 4/6-seater saloon and 3-seater sports cabriolet, superior road holding, flat floor, approx. 54 mph and 40 mpg, available home market, tourists, export; trade and agency enquiries invited.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Fri. 6139. (N34100)

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TOM KNOWLES, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 3675-4. (N3096/R)

PEUGEOT

MAYDAY MOTORS, Ltd., PEUGEOT Distributors, 1955 models in stock. (N3097/R)

MAYDAY MOTORS, Ltd., Mayday Rd., Croydon, Thornton Heath 3473-4/5. (N3097/R)

403 6-seater saloon and the 203 range for immediate delivery.—Lockhart's Service Depot, Chilworth Rd., Dunstable, Tel. 114. (N3061/R)

G. K. BELLAMY, Automobile Engineers, Alfred Place, Worthing, Tel. Worthing 5769. Peugeot distributors Sussex and South Coast. (N3066)

PEUGEOT distributors, East Dorset, South Wilts and West Hants.—L.M.B. Motors, 142, Malmesbury Park Rd., Bournemouth, Boscombe 35267. Immediate deliveries. (N3050)

PANTILES SERVICE GARAGE, Ltd., Guildford 5326. Peugeot distributors for Kent, Surrey, North and East Hants, North and East Sussex. Immediate delivery 203 and 403 models. (N3055)

YORKSHIRE—Distributors for Peugeot cars, immediate delivery of the 203 and 403 saloons, sales and service.—Newton of Huddersfield, Ltd., Automobile Distributors, Viaduct St., Huddersfield. Tel. Huddersfield 5311 (3 lines). (N3062)

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent), 127, High St., Croydon, Tel. Cro. 7211/7217. (N3091/R)

PONTIAC

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752. Also at Pontiac Works, Fernbank Rd., Acm. Bk. (N3050/R)

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EUROPEAN CARS, Ltd., Porsche retailers, offer 1500cc hard top model early delivery; demonstration run can be arranged.—129-131, Old Brompton Rd., S.W.7. Frenamite 7722. (N3028/R)

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NO waiting, immediate delivery from stock, the renowned Reliant Regal 4-seater, 50 mpg, 747cc, 4-cylinder, £5 per year road tax; part exchanges cars or motor cycles.—48-52, Dudden Hill Lane, N.W.10. Willesden 4869. (N3017)

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RAYMOND WAT. FOR your Renault 750cc saloon for immediate delivery on 3 deposit.—Kilburn Bridge, N.W.6. Made Vais 6044. Open to 3 p.m. 6 days a week. (N3077/R)

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IMMEDIATE delivery 750 1956 Ferlic clutch model; list price.—Rudds, adjacent Central Station, Worthing. (N3075)

750cc demonstrator at Rodda of Worthing; quick deliveries; specialists early delivery; demonstration.—Adjacent Central Station Worthing 7775-4. (N3027/R)

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COX'S MOTORS OF LEICESTER, Ltd., are proud to represent Renault in Leicestershire; models of the 750 and 2-litre Ferlic in stock available for demonstration; generous part exchange and terms. (N3019)

COX'S MOTORS, Conduit St., Leicester. Tel. 60319. (N3019)

AUTO SALES (LONDON), Ltd., North-London distributors for Renault, can give early delivery of the 2-litre Ferlic and 750 saloons; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mai. 5555. (N3010/R)

WILSONS can arrange demonstration on the amazing new clutchless Renault 750cc; before deciding to buy any car be sure to have a demonstration of this new method of driving, particularly suitable to beginners—it will get you through the driving test in half the time. (N3065/R)

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RILEY

EPSON, THE WOODCOTE MOTOR Co., Ltd. (N3060)

RILEY Retail Dealers. (N3060)

TELEPHONE Epsom 1234. (N3061/R)

RILEYs—Try Motocourts (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 3301-2. (N3018)

KDM & CHERRINGTON, Ltd.—Delivery enquires invited from 9, Albemarle St., W.1. Grosvenor 5551. (N3054/R)

AREA dealers for Riley cars; orders taken for the wonderful Pathfinder, early deliveries; part exchange, h.p. terms.—Monroe Motors, Wembley 2636. (N3075/R)

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CAR MART, Ltd. OFFICIAL retailers offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available. (N3091/R)

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (N3091/R)

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ROSE, Ltd., Northampton. OFFICIAL Rolls-Royce retailers. (N3050/R)

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MAREFAIR, Northampton. Tel. 4540. (N3050/R)

DAVID ROSEFIELD, Ltd. OFFICIAL Rolls-Royce and Bentley retailers. (N3050/R)

SHOWROOMS: 38/42, Peter St., Manchester, 2. (N3050/R)

SERVICE Station remains at Cheetham Hill Rd., Manchester, 8 Tel. Blackfriars 2302. (N3051/R)

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Quay, Old Bond St., London, W.1. Tel. Regent 5822. (N3059)

RIPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Ripon Bros., Ltd., Rotherfield 7070 (10 lines). (N3059/R)

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HENLYS House, 385, Euston Rd., N.W.1. (Euston 10154/R)

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. (N3028/R)

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service; delivery from stock, 100 miles for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. (N3045/R)

DORKING MOTOR Co., Ltd., main dealers, Rover 30, 75 and 90.—Dorking 2256. (N3068)

1956 Rover 75 and 90 for early delivery.—Billings of Bideford (Tel. 744) Devon. (N3067)

KJ MOTORS, Ltd., N.W. Kent's leading Rover area dealers, Bromley, Rav. 3456. (N3067/R)

LYNE, FRANK & WAGSTALL, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—ROVER 90 saloon, available for early delivery; list price. (N3050)

BEXHILL, P. Dodson, Ltd., Rover distributors, Saville Garage, Middlesex Rd., Tel. 2382-3. (N3051/R)

CROYDON Main Agents, Leathwood's Garage, Ltd., 205, St. James's Rd., Croydon, Theo. 1222. (N3063/R)

KDM & CHERRINGTON, Ltd.—Delivery enquires invited from 9, Albemarle St., W.1. Grosvenor 5551. (N3054/R)

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service, Marefair, Northampton, Tel. 4540. (N3050/R)

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.T. Maryland 4616. (N3051/R)

WATFORD and district.—Harris-Mayes & Co., delivery enquires invited; main dealers since 1935.—Ace of "Herts" Garage, Watford 4026. (N3051/R)

TRINITY CARS, Ltd., Rover stockists, delivery enquires invited for Rover 90, immediate delivery Land-Rover.—Trinity Cars, Ltd., 94, North Road, Wandsworth Common, S.W.18. Vandyke 1166. (N3054/R)

ROSEFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosefield, Ltd., 38-42, Peter St., Manchester, 2. Deansgate 6971. Service station remains at Cheetham Hill Rd., Manchester, 8 Tel. Blackfriars 2302. (N3066/R)

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LAND-ROVER, all models available.—Odeon Motors, Ltd., Bar. 1144. (N3050)

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H. C. PAUL, Ltd. SEE and try the new Simca Aronde; orders accepted for immediate delivery.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621/2. (N3040)

WE value cars in part exchange.—Performance Cars, Brentford, Middlesex. Ealing 6941. (N3041)

JOHNSON & BROWN are now accepting orders for new Simca.—269-270, High St., Bromley, Ravensbourne 6841-2. (N3075)

MAYFAIR GARAGES, Ltd.—New Aronde in stock for immediate delivery.—Balderton St., W.1. Mayfair 3104/5. (N3060)

WHY pay more for your new 1955 Simca Aronde saloon when you can still save a lot of money, nearly £100 upon the new current price; if you are looking for a family saloon with sports car performance, a car to suit your personality and to match your skillful driving, you cannot test the 1955 Simca Aronde; your present car is welcome in part payment at its current market value and credit facilities confidentially arranged. (N3060)

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GATHEHOUSE offer:—EARLY delivery of Singers.—Gathehouse Motors, Ltd., Highgate Village London, N.6. Tel. Mountview 4444. (N3061/R)

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SMITH MOTORS OF DOLWICH for Singer.—101, Barry Rd., S.E.22. New Cross 6611. (N3045/R)

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TRADE and retail agents; full range on show at the
 100% Singer specialists.—Automotors, Ltd.,
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IMMEDIATE delivery, new Singer Hunter saloons;
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 Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1691,
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GATEHOUSE offer:
EARLY delivery of Standards, all models.—Gatehouse
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 Monmouth 4244. (10201)
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PLACE your order now for earliest delivery of all
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 and night.—Shaw Motors, Ltd., 666-678, Garratt Lane,
 S.W.17. Wilm. 3031-2-3. (10406)
BURGE & INGLIS, Ltd.

STANDARD Super 10, green, new unregistered, im-
mediate delivery; part exchanges, cars and motor
cycles.—Dudden Hill Lane, N.W.10. Willesden 4889.
 (10417)

HALLS (PINCHELEY), Ltd.
STANDARD and Triumph area dealers; all models
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 terms.—285, High Rd., North Finchley (Tally Ho),
 N.12. (Hill 1044). (10696)

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery Vanguard, 8 and 10 de luxe
 saloons.
PART exchanges; confidential h.p. terms; open 9-7
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 stead (Tube), N.W.3. Hampstead 6041. (10418)

JOHN B. THROSCOTT, Ltd., for Standard.

EARLY delivery of all models.

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 (10435)

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EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard
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 dard distributors for 34 years.

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 Grimsby. Tel. 5466. (10475/R)

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 High St., Banstead, Burch Heath 2376. (10306)

STANDARD 10 saloon.—Try Motocars (London),
 Ltd., Great North Rd., East Finchley Station, N.2.
 Tudor 2301-2. (10318)

STANDARD 8 saloon.—Try Motocars (London),
 Ltd., Great North Rd., East Finchley Station, N.2.
 Tudor 2301-2. (10318)

ERSKINE, Woking, for most Standard cars; exchange
and immediate h.p. terms.—S. F. Erskine & Sons,
 Ltd., Tel. Woking 330. (10201)

STANDARD 8, 10 to 60 cwt pick-up truck, immediate
delivery.—Premier Motors, 225, Lewisham
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KJ MOTORS Ltd., N.W. Kent's leading Standard,
Triumph area dealers; favourable delivery on
some models.—Bromley, Kent. Rav. 3456. (10494)

STANDARD car specialists in sales and service; de-
ferred terms.—Starrs & Co., Ltd., Crickwood
Broadway, London, N.W.2. Gladstone 0431/R. (10431/R)

CARR'S AUTO SALES, Ltd., Standard House, South
End, Croydon, Cro. 6068.—Standard and Triumph
main distributors in areas of Surrey and Kent. (10026/R)

METROPOLIS GARAGES, Ltd., offer Standard 8,
10 and the new Vanguard for immediate and
early delivery.—1-31, Maclean Rd., W.14. She. 5385-6-7.
 (10660)

STANDARD Family 8, blk./blue; list price; new
Standard 8 and 10; part exchange and hire
purchase.—69-71, Lewisham Way, S.E.14. Tideway
2906. (10304)

NEW CROSS CAR MART, Ltd., offer immediate de-
livery Standard 8 and 10; part exchange and hire
purchase.—69-71, Lewisham Way, S.E.14. Tideway
2906. (10304)

IMMEDIATE delivery Standard 8 and 10, early delivery
 of other models, part exchanges welcomed.—Kirkdale
 Cars, Kirkdale, Sydenham, London, S.E.26. Syden-
 ham 6129. (10268)

DUDLEY CORBOLD AUTOMOBILES for immediate
 delivery Super 10 saloons and early delivery Van-
 guard III family and Super 8 saloons.—238-10-16, The
 Broadway, Wimbledon, S.W.19. Cherrywood 3566-7.
 (10554/R)

ALAND & TABOR, Ltd., Welwyn By-Pass, Herts,
Welwyn 481-2-3, offer immediate delivery Standard
10 pick-up, primer, maximum H.P. terms available,
down, balance over 2 years, new cars at pre-Budget
prices. (10101)

L. F. DOVE, Ltd., the Standard and Triumph main
agents, have a full range of demonstration models
available; part exchanges; hire purchase; order now
for the spring.—The Broadway, Wimbledon, S.W.19.
 Liberty 3456. (10107)

LANCASTER ENGINEERING Co., Ltd., 80-83, Vic-
toria Rd., Epsom, Standard and Triumph distribu-
ters in Surrey since 1911, offer immediate delivery
one only, Phase III Vanguard saloon, pre-Budget price;
 Epsom 7/R. (10402/R)

PHASE III saloon on view, demonstrations; exchanges
and deferred terms.—Kimbridge 1184-5. (10402/R)

WILSONS AUTOMOBILES & COACHWORKS, Ltd.,
can offer favourable delivery of 8 and 10hp
models, also Vanguards and light commercials.—34,
Argo Lane, S.W.2. Brixton 4011; and 1-3, Dorking
Rd., Epsom 3901. (10405/R)

STANDARD
IMMEDIATE delivery new Standard Vanguard II
 saloon, leather, heater; list price, 2335/19/2.—
 British & Colonial Motor Cars, Ltd., 13-14, Upper St.
 Martin's Lane, London, W.C.2. (Adj. Leicester Square
 Tube Station.) Temple Bar 3588. (10102)

BRITAIN and back, overseas residents visiting Britain
may buy new Standard Vanguard for use in
Britain and subsequent export; delivery airport
or London; immediate reply to inquiries.—Steele
Griffiths, Ltd., London, S.E.5, England. (10457)

HILLWOOD MOTORS for Standards, all models for
 immediate or early delivery, one only Phase 2
 Vanguard and estate car in stock, pre-Budget prices,
 your car taken in part-exchange, easy H.P. terms.—
 561-571, Watford Way, Mill Hill, N.W.7. Mill Hill
 4232. (10643)

YOU couldn't do better than secure immediate de-
 livery of your new Standard Vanguard Phase II
 saloon at five pre-Budget prices, a saving of nearly
 £100; immediate delivery available of Standard 8
 and 10 saloons; current market value for your present car
 subject to inspection.—(10203)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Broadway, London, N.W.2. Gladstone
2234. Open week-days 9 a.m. to 6 p.m. (10203)

A LIMITED purchase of Standardbakers, 4-door
 saloon with right-hand steering, are now avail-
 able for early delivery.—Studebaker Distributors, Ltd.,
 Henly House, 385, Euston Rd., N.W.1. Euston 4434.
 (10090/R)

STUDEBAKER Commander de luxe, r.h.d., overdrive,
free wheel, radio, subject to being unsold, im-
mediate delivery, or other models early delivery.—Steele
Motors, Ltd., Stockist Agents for Essex, Broadway,
Leigh-on-Sea, Essex. Tel. Leigh-on-Sea 78208. (1799)

SUNBEAM
GORDON CARS (LONDON), Ltd., offer for early
delivery all Sunbeams (models 1954-55) at
GORDON CARS (LONDON), Ltd., 28, North End
Rd., Golders Green (opp. Tube Station), N.W.11.
 Speedwell 2564 or 4701. (10757/R)

SUNBEAM.—Smith Auto Co., Ltd., Area Dealers for
Routes Group, offer early delivery of Sunbeam
models.—145, London Rd., Croydon. (Croydon 2115,
 3 lines) (10669/R)

IMMEDIATE delivery, Sunbeam Mark III, silver over-
 drive, pearl grey and summer blue; list price; due
 to cancellation.—Salcombe Road Garage, Ltd., Kings-
 bridge, Devon (Salcombe 118). (16571)

TRIMPH
HALLS (PINCHELEY), Ltd.

TR2s available for inspection, part exchanges.
 H.P. terms.—386, High Rd., North Finchley
 (Tally Ho), N.12. (Hill 1044). (10697)

ROWLAND SMITH'S for Triumph.

IMMEDIATE delivery TR2, choice of colours, with or
 without overdrive.

PART exchanges, confidential h.p. terms; open 9-7
 week-days and Saturdays.—Rowland Smith, Hamp-
 stead (Tube), N.W.3. Hampstead 6041. (10418)

CHARLES RICKARDS, Ltd., offer:—

NEW Triumph TR2, finished in British racing green,
for immediate delivery at pre-Budget list price,
including purchase tax of 2688/10/10; part exchange
hire purchase.—36, Bayswater Rd., W.2 (next door
to Lancaster Gate Tube Stn., 5 mins. from Marble Arch).
 Pad. 1820. (10309)

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers.

OFFER for immediate delivery all Triumph models,
 with service on the spot; day and night garage
 facilities.
BERKELEY Sq., London, W.1. Grosvenor 4343.
 (10840/R)

TRIMPH TR2, immediate delivery, colour pearl
with red vinyl upholstery.—Price.

TRIMPH TR2, hard top, immediate delivery, colour
signal red, brown vinyl upholstery, fitted over-
drive on colour third and rear seats.—List price.

HILLS, 63, Piccadilly, Manchester, 1. Central 4311.
 (10655)

SMITH MOTORS OF DULWICH for Triumph.—101,
Barry Rd., S.E.22. New Cross 6811. (10645/R)

TR2.—Try Motocars (London), Ltd., Great North
Rd., East Finchley Station, N.2. Tudor
 2301-2. (10318)

TR2.—We value cars in part exchange.—Per-
formance Cars, Brentford, Middx. (10304)

TR2 specialists: immediate delivery; part ex-
changes; H.P.—Premier Motors, 295, Lewisham
High St., S.E.13. Lee 1051. (10303)

IMMEDIATE delivery Triumph TR2; part exchange
 welcomed.—Kirkdale Cars, Kirkdale, Sydenham,
 London, S.E.26. Sydenham 6129. (10268)

TR2 new 1956 models at pre-Budget prices.—S. F.
Erskine & Sons, Ltd., 24, Commercial Rd.,
 Woking, Tel. Woking 4641. (10201)

WILSONS AUTOMOBILES & COACHWORKS, Ltd.,
for favourable delivery all Triumph models.—
34, Acre Lane, London, S.W.2. Brixton 4011. (10405/R)

CARRS AUTO SALES, Ltd., Standard House, South
End, Croydon, Cro. 6068.—Standard and Triumph
main distributors in areas of Surrey and Kent. (10026/R)

HILLWOOD MOTORS for Triumphs, TR2, for im-
mediate delivery, your broken in part ex-
change H.P. terms.—562-571, Watford Way, Mill Hill.
 N.W.7. Mill Hill 4232. (10643)

IMMEDIATE delivery new Triumph TR2 sports—
 British & Colonial Motor Cars, Ltd., 13-14, Upper St.
 Martin's Lane, London, W.C.2. (Adj. Leicester Square
 Tube Station.) Temple Bar 3588. (10102)

TR2, green, immediate delivery; one only at
2688/10/10, your broken in part ex-
change.—Litherland Motors (Liverpool), Ltd., Liver-
pool, 21, Tel. Waterloo 2484-5 (5870 after hours).

STANDARD & TRIUMPH (distributors in Surrey since
1911), immediate delivery TR2 models, choice of
colour; demonstration available.—Lancaster Engineering
Co., Ltd., 80-83, Victoria Rd., Epsom, Tel. Epsom
 1184-5. (10405/R)

TRIUMPH
ALAND & TABOR, Ltd., Welwyn By-Pass, Herts,
Welwyn 481-2-3, offer immediate delivery TR2
hardtop overdrive, British racing green, maximum
H.P. terms available, hard down, balance over 2 years,
new cars at pre-Budget prices. (10101)

L. F. DOVE, Ltd., the London TR2 centre.—Buy
your TR2 from the first specialist centre; sales,
service, spares; choice of specification and colour for
quick delivery; part exchange, hire purchase.—Send
for details of Road Trip Conversions to 69, Broadway,
Wimbledon, S.W.19. Liberty 3456. (10107)

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Show-
rooms:—

4-6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641.
 (1019/R)

VELOX '56 Silver Straw, works mileage; list price.—
 Fro. 6653. (10623)

KEITH & BOYLE (Ldn.), Ltd., Terminal House, 90,
Clapham Rd., S.W.9 (close to Oval Underground).
VAUXHALL main dealers, spares and service. Tel.
Reliance 4211 (extension 10 or 19). (1006/R)

KJ MOTORS, Ltd., main dealers for Bromley,
Orpington districts.—Bromley, Rav. 3456. (1021/R)

KENTISH & THOMSON, authorised dealers, lavon-
don, Springspark 3477. (10204)

VAUXHALL cars; early deliveries; authorized dealers.
—Stanley Godfrey & Co., Onslow St., Guildford.
 Tel. 6777

VAUXHALL.—J. F. Dove, Ltd., area dealer for
Woking and district; early deliveries.—Guildford
Rd., Woking. Tel. Woking 1282. (10107)

TELEPHONE your nearest Mansfield branch for
 delivery date of any new Vauxhall model.—East-
 bourne 3003, Lewes 49, Worthing 8487, Hove 4366,
 Crowborough 49. Or write to Head Office, 17, Cornfield
 Rd., Eastbourne. (10167/R)

BRITAIN and back, overseas residents visiting Britain
may buy new Vauxhalls without purchase tax for
use in Britain and subsequent export; delivery airport
or London; immediate reply to inquiries.—Steele
Griffiths, Ltd., London, S.E.5, England. (10456)

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the Volkswagen
 Centre

ORIGINAL U.K. specialists and leading distributors;
demonstration vehicles available, including the
commercial and utility range.—Tel. Ripley 2361.
 (1017/R)

WE value cars in part exchange.—Performance Cars,
 Brentford, Middx. Ealing 9841. (10304)

SUSSEX distributors.—Frestwich (Eve), Ltd. St.
 John's Rd., Hove. Tel. 34037-8. (10190/R)

JOHNSON & BROWN are now accepting orders for new
 Volkswagen.—268/270, High St., Bromley, Ravens-
 bourne 8841-2. (10607/R)

DAVIES MOTORS, Ltd., official distributors; demon-
stration cars available; latest models on display;
full service and spares facilities.
273, London Rd., Staines. Tel. 4211 (5 lines). (10100)

SOUTH Yorkshire and North Derbyshire.—Distribu-
 tors, J. Gilder & Co., Ltd., Cambridge St., Shef-
 field, 1. Tel. 26358/9. Complete facilities. (10128/R)

EUROPEAN CARS, Ltd., distributors for London
Western districts; early delivery, demonstrations;
exchanges, terms; also vans, pick-ups, and 7722
129-131, Old Brompton Rd., S.W.7. Fre. 7722. (1000/R)

CROYDON.—H. Harner Car Sales, Ltd., Area
dealers, 444-8, Brighton Rd., South Croydon.
 Croydon 6225. Uplands 6629. (10127/R)

PRIDE & CLARKE, Ltd., South London distributors.
 For the latest change your car for the latest Volkswagen;
 terms.—Stockwell Rd., S.W.9. Brixton 6251. (10306/R)

WILLIAM ARNOLD, Ltd., Upper Brock St., Mid-
chester, 13, distributors for Lancashire and
Cheshire, sales, spares, service.—Tel. Ardwick 4361-7.
 (1019/R)

V&F MONACO MOTORS for Volkswagen; buy
your new Volkswagen from the firm which
has concentrated on the V.W. for the last five years;
also specialized repair service spares.
V&F MONACO MOTORS, 6, Astwood Mews,
Road Station, Farnham 4414. (10651/R)

OFFICIAL main dealers of the V.W. Europe's most
 popular car because of its economy, performance
 and long life; exchanges, terms, demonstrations with
 pleasure, also pick-ups, buses, vans, completely new
 standards in transport economy, double the distance
 at half the cost.—Details—

BENMOTORS, 1, Clarendon Rd., London, W.11. (90
via Holland Park Tube.) Park 5064. (10117)

ALAND & TABOR, Ltd., Welwyn By-Pass, Herts,
A Welwyn 481-2-3, main distributors for Bedford-
shire and West Hertfordshire, offer immediate delivery
V.W. pick-up, early delivery de luxe and standard
saloon, minimum H.P. terms available, hard down,
balance over 2 years, new cars at pre-Budget prices.
 (10101)

WILLIS (Cars and Traps) Sole Concessionaries.—
Steele Griffiths London 8-13. (1012/R)

EW

EUSTACE WATKINS, Ltd., sole London distributors;
early delivery 4/44 models, 6/50 on view; part ex-
change and hire purchase.—12, Berkeley St., W.1.
(Mayfair 5951.) 12, Chelsea Manor St., S.W.3.
(Fitzman 8181.) (10406)

DORLING MOTOR Co., Ltd.—Order now for early
delivery 4/44 and 6/50 models.—Dorling
1008

KDM & CHERRINGTON, Ltd.—Delivery en-
quiries invited from 9, Albemarle St.,
 Grosvenor 5531. (10254/R)

NEW CARS FOR SALE

WOLSELEY

EPSON.
THE WOODCOTE MOTOR CO., Ltd.
WOLSELEY distributors.
TELEPHONE Epson 1234.
SHAW MOTORS, Ltd.
PLACE your order now for earliest delivery of all models; part exchange, deferred terms; open day and night—Shaw Motors, Ltd., 666-678, Gerratt Lane, S.W.17. Wm. 3031-2-3. [N4006]
H. BEART & Co., Ltd.
WOLSELEY distributors.
WELCOME enquiries and will be pleased to demonstrate the superb new Wolseley 6/30 and 4/34 saloon; hire purchase facilities; part exchange—102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [N1061]
ROWLAND SMITH'S for Wolseley.
PART exchange, confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4015]
WOLSELEY 6/30, grey, immediate delivery from stock; also black 4/34—A. & R. Thomas, Central Garage, Kempton 2207. [G545]
JACK ROSE, Ltd., Wolseley Agents and Stockists, Stafford Rd., Wallington, Surrey, Wal. 6677; also High St., Banstead, Burgh Heath 2376. [N3056]

WOLSELEY

R. C. WIMBUSH, Ltd.—Wolseley stockists; part exchange; hire purchase facilities—512, Earls Court Rd., London, S.W.5. Fremantle 8401-3. [N4056]
**IMMEDIATE delivery, new Wolseley 4/34; terms, exchanges—Gibsons Sports Cars (Kochurch), Ltd., Lophurst Rd., Chislehurst, Bexley, Tel. 1681 (57-43).
C. W. J. COLES, Ltd., official agents, offer early delivery of Wolseley 4/34; orders taken for 6/30 model—18, Blunt Rd., South Croydon, Croydon 0074/5. [G646]
MERES & MERES, Ltd. (Est. 1893), Wolseley specialists for past 30 years, offer early delivery of 4/34 and 6/30 models; part exchange and extended payments—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N3012]**

MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors. Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R]
MARSTON MOTOR CO., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write—Marston Motor Co., Ltd., St. 8000. [0176/R]

NEW COMMERCIAL VEHICLES

AUSTIN 1-ton van from stock; exchanges—Hillier Motors, Ltd., Forest Hill 0352. [G649]
NEW A40 pick-up, grey, heater, immediate delivery; 2508—Salmons Garages, Ltd., Temple Bar 3538. [N4029]
NEW Thames 10cwt van, primer, immediate delivery; 4417/6/9 (inc. P.T.)—Jackson's (Basingstoke), Ltd., Wote St. Basingstoke 1690. [5998]

NEW COMMERCIAL VEHICLES

NEW Morris J-type 10-cwt van, primer, immediate delivery; cash or terms up to maximum period—Wilson's Automobiles and Coachworks, Ltd., 34, Acet Lane, S.W.2. Brixton 4011. [N4065/R]
IMMEDIATE delivery of the following new Austin 1-ton van, new Morris J-type 10cwt van, new standard 16 cwt van, pre-Budget price—Imbrie, East Putney, Tel. 7881. [N3010]
MORRIS Commercial J type van for immediate delivery; Austin 1-ton van for immediate delivery—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [N4009]
IMMEDIATE delivery new Land-Rover (60in x 117in wheelbase)—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3538. [M1072/R]
IMMEDIATE delivery new Austin A40 Pick-up; list price, £498/11/9—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3538. [M1027/R]
IMMEDIATE delivery new Standard 6cwt Pick-up truck; list price, £423/11/5—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3538. [M1027/R]
FORDSON 3-ton diesel chassis and cab, £624/4/6; Fordson 1-ton van, with sliding doors, £344/15/11; Fordson 10cwt van in primer, £407/2/3; Austin A40 pick-up, with heater, £2,485/18/6; Austin A40 Countryman in green, with 2508 cc engine, £746/16/6—Brew Brothers, Ltd., 153, Old Brompton Rd., S.W.7. Fremantle 5333. [N1063]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

A SYNCHRO
**1955 Vauxhall Velox or the new Austin A50, self drive, with choice of rates, costs from £6 per week; cheap off-season and winter rates; A.A., R.A.C., radio, heater, Continental touring, special facilities for overseas visitors—Synchro Garage, Ltd., 1, Peterham Mews, S.W.7. Western 4106. Cables: Synchro, London. (0636/R)
I'VOR HILL, Ltd.
NEW A40 Cambridge saloons for hire; reasonable terms—Revelstoke Rd., S.W.19. Wm. 5686. [0360/R]
NEW Vauxhall Dormobiles for weekly hire.
MAYDAY MOTORS, Ltd., Mayday Rd., Croydon, Thornton Heath 3473-4-5. [0679/R]
MANCHESTER—Drive yourself 1954-1955 Vauxhalls; overseas visitors specially catered for; SUREFLEET, delivery anywhere in England; free. SUREFLEET, £10 per week, no mileage charge.
SUREFLEET, 47, Upper Choriton Rd., Manchester 18, Tel. Moss Side 1837. [0646/R]
SMITH & HUNTER for self-drive; inclusive winter rates—376, Kensington High St., W.14. Wes. 6417. [0458/R]
**FOREST HILL 2432—Self-drive and chauffeur driven—Moore Park Garage, 110, Woodvale, S.E.23. (0679/R)
LONDON'S lowest rates. The private car chauffeur driven hire service—Lontax (Via. 7771-2), Dolphin Sq., S.W.1. [0679/R]
AUSTIN and Morris self-drive or chauffeur-driven cars—Chapman's, 12, Coddington Mews, W.1. Par. 9854-5. [0466/R]
**1954 self-driving cars available for hire from Self Motor-hire, Ltd., 106, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bayswater 9229 (garage). (0055/R)
1954 Zephyrs, 13cwt a week, 600 miles; also new limit tariff—Alliance, 29, Burne St., Edgware Rd., London, W.1. Paddington 2646/6801. [0318/R]
EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 2 & 10hp Fords; unlimited mileage cars; cars delivered—Bri. 5532 and 9637—230, Milkwood Rd., Herne Hill, S.E.24. [0683/R]
WIMBLEDON CAR HIRE, self-drive specialists, new Austin A40/50 Cambridge and A50 Westminster, competitive rates—Mansell Rd., S.W.19. Wimbledon 3834. [0611/R]
**POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors—C. P. (Baham), Ltd., 2c, Balham Hill, S.W.12 (109yds. Clapham South Tube). Bait. 1107-8-9. (M2024/R)
**SELF-DRIVE post-war Austin A40s, new Fords, Morris Minors—Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103, and 135, High St., Bromley, Kent. Ravensbourne 0305. (0506/R)
1955 self-drive Austins, A50/40/30s, Morris Minors, Fords, Vauxhalls, Wyvern Ambos, etc.; overseas visitors special facilities—Sussex Motors, Burwood Mews, Edgware Rd., London, W.2. Amb. 5025 and Pad. 5306. [0589/R]
CAR HIRE (MAYFAIR), Ltd., for Humber Pullman and Austin Ambassador chauffeur driven; new A40/50 Cambridge and A50 Westminster to drive yourself; competitive rates—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8639. [0064/R]
GEE CARS self-drive car hire with new Ford Zephyr, Consul, Prefect, Anglia, Popular and Morris Cowley saloons; reasonable rates, two-way tariff; special rates overseas visitors—60-62, Queensway Rd., S.W.8. Masc. 3363 or Kni. 4735. [0091/R]
WELBECK CAR HIRE offer—New self-drive cars, no mileage charge; you just pay a flat rental and that is all—Poplars one day £1/5, 24 hours £1/15, one week £9/10, new Anglia at £2/10 per day and £12/10 per week.
WELBECK CAR HIRE, 22, Crawford St., London, W.1 (near Baker Street Station), Welbeck 3991. Office hours 9 a.m. to 6 p.m., Sundays 9 a.m. to noon. [0631/R]**********

CARS FOR HIRE

**OVERSEAS visitors—opposite London Airport North entrance is Steele Griffiths' Overseas Visitors' branch; self-drive new Vauxhalls; competitive rates, unlimited mileage; requires recent airmail receipt—Steele Griffiths, Ltd., London, S.E.5, England. (0614/R)
**OVERSEAS visitors; a fleet of 1955 Austin Drive-hire saloons for hire to drive yourself with unlimited mileage; send for illustrated brochure to Drive-hire Cars, Ltd., Head Office, Kenway, Newport, Mon. Saloons also available for the home market at 13 Drive-hire stations throughout Britain. (0211/R)
WILSON'S 1955 cars in perfect condition, self-drive from £1 per day, 66 per week, allowing 30 miles per day, 3d per mile excess; 7 types of cars available, including Armstrong Sundeley Supplines at £12 per week or £2 per day, plus 1/5 per mile—34, Acet Lane, S.W.2. Brixton 4011 or 1-3, Dorking Rd., Epsom 8971. [M4085/R]
DRIVE YOURSELF HIRE CO. (LONDON), Ltd.—Go by car. Comprehensive insurance; it's easy and it's cheap—20, Grosvenor Place, Victoria, S.W.1. E.36, King's Rd., Chelsea, S.W.3. 44, Buckingham Palace Rd., Victoria S.W.1. Sio. 9644; 306, Seven Sisters Rd., Finsbury Park, N.4. Sta. 5493. [0507/R]
ALL new 1955 cars from 12/6 weekdays with 25 miles free, then 1d a mile; enjoy the value and service that has built Britain's largest new car fleet—J. Davy Car Hire, Ltd., Knightsbridge Kni. 4211; Earls Court, Eps. 6006; Portly Circus Tra. 5021. [0401/R]
**1955 Micors, Standard 8s and 10s, Consul, Velox; also Daimler Consorts, Heaters, Winter rates from 15/- day, or unlimited mileage tariff; including comprehensive insurance. Special terms and facilities for overseas visitors—Self Drive Cars, Adam & Eve Mews, W.8. Western 0602-3, 4795; Pervale 3404. Cables "Britcars London". (0166/R)
SELF-DRIVE hire—always latest model Ford Consul, Morris Oxford or Vauxhall Velox, perfectly maintained in every way; if you rent from Victor Britain. All petrol and oil is free—Victor Britain, Ltd., 12a, Berkeley St., London, W.1. Grosvenor 4881. For branches in Liverpool, Glasgow and other provincial cities, call or telephone head office. [0588/R]
DRIVE yourself hire—1954-55 saloons; choice of cars at £1 per day with unlimited mileage for period hire; overseas visitors, both old and new clients, specially welcomed; we have been pioneers of self-drive hire for over 30 years—Write, phone or call H. P. Edwards & Co., Ltd. (Established 1919), 26-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [M2004/R]
SELF-DRIVE—Coming on leave, visiting Britain? Our keenest rates for vacation period hire, aim your motoring budget; special winter rates now available; example: 3 months' hire, new Ford Prefect, 71cwt per week, Austin Cambridge 31cwt, Austin Westminster and Vauxhall Velox 11cwt; unrestricted mileage—Home and Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-5-9. [0091/R]
**Do a "good deal" better with Carr Bros. on self-drive or chauffeur hire; best cars; best terms with choice of tariffs from nearest of 3 branches—Ger. 6678-9; Renown 6393; Uplands 4811; Hounslow 4606; Wallington 1006. Call-write Bocho Garage, 21, Soho St., London, W.1. For particulars, Branch opposite London Airport. Head Office—Purley. (Cables: "Carribros, Croydon, England.") [1041/R]
DAY AND NIGHT SERVICE
A.O. (Always open). N.S. (Not Sunday).
ASHFORD, Midx.—Herbert & Mills, Ltd., Church Rd., R.A.C. & A.A. reps. Tel. 2676, 2360. A.O.
RAYMOND WAY.
RAYMOND WAY OF KILBURN.
RAYMOND WAY, the exchange specialists.
YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car; if the value of your vehicle is more than the deposit you require we will gladly refund you cash for the difference.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.4.2. Malda Vale 8046, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [0631/R]********

EXCHANGE

ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.
R and confidential, immediate delivery in approved cases; references and guarantors not essential, cash refunded on exchanges; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [M4018/R]
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HUMBER, Hillman and Commer gear box specialists; exchange units for all models from stock; also complete range of gear spares.

R. CRIMES, Ltd., Hadleigh Garage, Marple Lane, R. Condon, Surrey. Uplands 3637. (0658/R)

STEERING nuts supplied for all types of cars, steering boxes reconditioned—Withams, 18, Balham Hill, S.W.12. Battersea 3290/3295. (0744/R)

A. RYAN & CO. (MOTORS), Ltd., Armstrong Siddieley Specialist, Bessie Rd., Havestock Hill, N.W.2, Primrose 4467. Expert repairs of synchromesh, pre-selector and automatic gear boxes. (M1108)

GEAR box specialists, synchromesh, synchromesh, synchromesh, exchange or repair service, most makes and models from stock; Government and municipal suppliers guaranteed.

CONDAR Ltd., 22, St. George's Lane, St. Staples Corner, London, N.W.2 (Gladstone) 8716/2558. (0920/R)

STEERING boxes, reconditioned or exchange units also supply or recondition (fitted with immovable gear bush)—Foxley Garage, 1a, Elliott Rd., S.W.9, Balcombe 2704. (0932/R)

RECONDITIONED exchange gear boxes for most makes from stock; speedy repair service; under-repainted; trade discounts—Ken Spares & Motor Engineers, 5-7, Pembroke Mews, London, W.11. Baywater 6377, 6374. (0954/R)

HEATERS

HEATERS and demisters for all vehicles from £8/8; if necessary, we can arrange for fitting.

DEANEY GALLAY, Ltd., Edgware Rd., London, N.W.2. (0689/R)

NEW model Deaneys Gallay for most makes from £8/8; expert fitting from £3/3—Tarrant & Fraser, 10, Winchester Mews, N.W.3, Tel. 2647. (M1400)

HOODS, SCREENS, CELLULOSE, ETC.

POLICERS cellulose and repair experts—See under "Coachbuilders and Bodies". (0745/R)

FREEMAN hoods, re-covers, upholstery, carpets, side-screens, tonneau covers specialist—Freeman, 1054, Park Rd., N. Bello Bridge Rd., Acton, W.3. Acton 2124. (0685/R)

HOODS, side screens, roofs, tonneau covers, first-class work; open Saturdays—Industrial Cover Co., 22, Queens Mews, Sale Rd., W.2. Baywater 7119. (0955/R)

SALMONS GARAGES, Ltd.—Four-course coupe and convertible body specialists; hoods recovered and all coachwork repairs—8, Upper St. Martin's Lane, W.C.2. Temple Bar, London. (M1409)

SPECIALISTS in hoods, side-screens, roofs, head-linings, carpets, seating, loose covers, etc.; supplier of all trimming materials—Knights of North St., Camdunton Sat. 6 p.m. Wallington 6567. (0077/R)

JACK BARCLAY (SERVICE), Ltd.—Reconditioning and trimming work, including body and carpet; specialists primarily in Rolls-Royce and Bentley cars, but will be pleased to undertake work on any make—Danzon St., Chelsea, S.W.3. Fla. 2223. (M1062/R)

"PAINT Spraying Handbook" covers car paint, spraying, brushing, touching in, etc., 3/6, post free; catalogue of cellulose, carriage paints and all allied material for brush and spray, free; complete spray paint and polishes hired on daily basis—Leonard Brooks, Ltd., 19 Oak Rd., Harold Wood, Romford. Ingrebourne 2560. (0768/R)

INDEPENDENT SUSPENSIONS

WEST LONDON REPAIR Co., Ltd., Wim. 6316/7; English types, lightened, crack detected, etc.—56, High St., Wimbledon. (0686/R)

FRONT suspension unit and shock absorber service for all popular models—Lanark Auto Engineers, 258, Lanark Rd., London, W.5. Mai. 4473. (0151/R)

ANY make of independent front suspension and shock absorber reconditioned and guaranteed, L.I.E. from £7/6, from 30/-; exchangers, prompt fitting service—A. H. Hobbs & Son, 151, St. James Rd., West Croydon, Surrey. Tho. 4712. (0714/R)

FORD Popular. Independent front suspension gives greatly improved comfort, roadholding and safety conversion units supplied ready for fitting; £26/10; immediate delivery, send for details—North Downs Eng. Co., Westway, Caversham, Surrey. (0189/R)

INSURANCE

ANDREW & BOOTH, Ltd.

A&B London's leading brokers (cover notes by return).

A&B Example: Ship third party 12 months from £5/10; comprehensive 12 months from £5/5.

A&B Special rate for business cars and commercial vehicles, policies available £2, £3, £4 and £6, or any other period required.

A&B Call, write or phone now for 2200, book-keepers, from £5, 10/-; exchangers, prompt fitting service—A. H. Hobbs & Son, 151, St. James Rd., West Croydon, Surrey. Tho. 4712. (0714/R)

ANDREW & BOOTH, Ltd., 97, Essex Lane (Moorfields Station), S.W.14. Prospect 1061 (15 lines). (0980/R)

INSURANCE

INVINCIBLE premiums by convenient instalments.

INVINCIBLE no claim bonus up to 35%.

INVINCIBLE policies for 2, 3, 4, 6 and 12 months.

INVINCIBLE POLICIES, Ltd., Y. Whittington Ave., London, E.C.3. Tel. Manton House 2581. (0977/R)

TRANSFER your motor insurance before increased premiums operate in Dec.; maximum bonus and lowest rates still available if you act now.

INSURANCE ACCEPTANCES, Ltd., 63-64, Broad Street Ave., London, E.C.2. Tel. London Wall 7641/3. (0807/R)

IMMEDIATE cover and lowest terms available for all types; usual bonuses and discounts—Pratt & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. (M1068/R)

BRACKPOOLS—Low rate, immediate cover, short period terms; easy payments; stamped address envelope—228, Stanstead Rd., Forest Hill, S.E.23. (0486/R)

CHEAPEST rates—Premium payable monthly, quarterly or annually—J. A. Harrison (Brokers), Ltd., 7 & 8, Union St., Birmingham, 2 Midlands 2917, 2918 and 2919. (0486/R)

SAVE time and money by using our special 35% First Year No Claim Bonus Motor Insurance Scheme; quotations by 'phone or return of post; write, call or phone—Caversham, Surrey. (0768/R)

MOFFATT & Co., 795, High Rd., Tottenham, N.17. Tel. Tottenham 2003-4-5. (0256/R)

DEFENCE, Ltd.—Lowest first payment, longest deferred terms; cover on demand or by return post; prompt service—722, Watling Rd., Plaitford, London, E.13. Grangewood 6089. (0604/R)

RAYMOND WAY insurance office can arrange your motor policy quotation by return, immediate cover; write, call or phone—Caversham, Surrey. (0768/R)

1895 Full comprehensive or 3rd party from 1895; no extra for age of car; immediate cover; no claim bonus on transfer—Markiewicz, 38, Lamorne Crescent, London, W.11. Park 7176. All L.A.O.N.E. M.F.P.O. insurance effected—Caversham, Surrey. (0768/R)

REDUCE insurance costs to the minimum; up to 35% no claims bonus, 40% subject to approval, for proposers having had 3 years free of claims, comprehensive or third party cover—Caversham, Surrey. (0768/R)

DUITON & BRASIER, Brokers, 323, Neasden Lane, Neasden, London, N.W.10. Glia 4691-2-3. (4673)

LOWEST rates for cars of any make or age, annual or short period policies, instalments; immediate cover; no claim bonus up to 35% allowed on transfer—Dept. C, Motors (Brokers), Ltd., 217, Westminster Bridge Rd., S.E.1 (opp. County Hall Licensing Dept.). Waterloo 6075. (0651/R)

TRANSFER your motor insurance before increased premiums operate in December, maximum bonus and lowest rates still available if you act now; why wait five years for 50% no claims bonus when you can obtain 25% now or at first renewal; 'phone, write or call; Specialist Motor Insurance Brokers.

INSURANCE ACCEPTANCES, Ltd., 63/64, Broad Street Ave., London, E.C.2. Tel. London Wall 7641/3. (0807/R)

TRANSFER your motor insurance before increased premiums operate in December; maximum bonus and lowest rates still available if you act now; why wait 5 years for 50% no claims bonus when you can obtain 25% now or at first renewal; 'phone, write or call; Specialist Motor Insurance Brokers.

INSURANCE ACCEPTANCES, Ltd., 63/64, Broad Street Ave., London, E.C.2. Tel. London Wall 7641/3. (0807/R)

LOOSE COVERS

THE best at the lowest price, we guarantee to save you money.

LOOSE covers perfectly tailored in strong-protected twill, heaviest quality Bedford core and finest quality rayon fabric—over 100 car 1950 to 1955 complete sets from 99/6, patterns with pleasure—Quinn, 127, High Rd., Wilmington, Dartford, Kent. Dartford 6075. (M1071)

SPECIAL offer finest quality grey whiplow bucket seat covers (ex-air liners), indistinguishable new; 18/6 per seat, post free—Derrington, 159, London Rd., Kingston 5621-2. (M1071)

CAR-COVERALL, Ltd., for fine loose covers, excellent materials, perfectly tailored; sample on request; write or tel.—Car-Coverall, Ltd., 148, Regent St., London, W.1. Monarch 1661-5. (0668/R)

RALLY-KLAD seat covers, travel rug, rubber link floor mats, the perfect hot-trick for car comfort. Ask your garage for particulars or write Gladwell, Ltd., 62, Albion St., Glasgow, C.I. Bel. 0671 (3 lines). (0270/R)

S.C.B. (LONDON), Ltd.—Perfectly tailored and piped loose covers in authentic tartan wools, from £4/10 complete set; bestials de luxe Bedford cord from £6/6, Conn. Morris Oxford, etc., £7/5; save 50% on all cars—Send or 'phone for over 50 patterns to A. A. Shawroom, 52/56, Filarey St., London, W.1. Euston 7839-9. (0571/R)

WHEN ordering your loose covers send to Karobes, who are actual manufacturers of these products; we offer you the following fine selection of materials: leopard skin, ocelot, all-wool luxury felt, authentic Scottish tartans, Bedford cord antique rug and Courtauld's exciting new—also the famous Karobes all-wool travel rug; write for patterns and particulars to Karobes, Ltd., Unitas House, 24-25, Livery St., Birmingham. Export and trade enquiries invited. (0146/R)

MAGNETOS

CLARE'S MOTOR WORKS—Magneto, dynamo and starter exchange service—350, Knight's Hill, West Norwood, S.E.27. Olpy Hill 0134. (0290/R)

EXPORTERS and PARTS AND ACCESSORIES

R. KIRTON, Hordley, Devon, and branches, stock parts for more than 1,000 makes, including replacement pistons and parts for jeeps; exporters and factors of new, war surplus and second-hand components and accessories; write us for everything. (0460/R)

REPAIRS spare all models—Weilman, Bessall Sales & Service, Surbiton Rd., Surbiton, Elmbridge 1873. (M4070/R)

PARTS AND ACCESSORIES

SPARES with a difference.

ALL our second-hand spares are dismantled by skilled mechanics, we carefully inspect before despatch; you can purchase with confidence through the post and we guarantee satisfaction.

2000 popular cars 1890-50 have been dismantled and parts methodically stored, sorted, sorted, sorted; we also rebuild or repair any mechanical parts, steering columns, gear boxes, etc.; place a trial order, you will not regret it—Wards, Motor Stores, Leasowe Rd., Wallasey, Tel. 4151. (A. Motor Supplies establishment.) (0997/R)

RAYMOND WAY for Bond spares of all types; free builders of the West New second-hand spares.

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BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

GODDARD & SMITH.
PROFESSIONAL advisers and valuers to the motor industry.

WEST Country.—City centre, showrooms and garage. Additional garage and filling station, tractor sales and excellent car agencies, 120 new vehicles p.a., tractors about 70 annual turnover, £300,000, private car, "all in" price, freehold £57,500.

KENT.—Garage pleasantly situated, capacity 90 vehicles, workshop, office, etc.; living accommodation; 4 electric pumps; sales about 50,000 galls p.a.; turnover £12,000 p.a.; exclusive car hire; price freehold £13,000, s.a.v., or near offer.

SOMERSET.—Coastal resort, established business, 5 motor craft involving British sales and overseas; showrooms, stores and workshop; freehold price £7,750.

GODDARD & SMITH, 22, King St., St. James's, London, S.W.1. Tel. 5781 (20 lines). [0053]

ANTHONY D. LEWIS & Co.

SPECIALIST agents for the sale of motor businesses, garages and filling stations, valuations of premises, equipment and/or stock for all purposes; the following business is offered:—

ESSEX.—Main A road, 18 miles London; modern filling station, workshop/cafe with ample parking space and room to expand; no living accommodation but space; throughput over 60,000 galls p.a.; enormous potential on very busy route; price £8,000 freehold with stock s.a.v. (B/1247).

ANTHONY D. LEWIS & Co., 95, High St., Esher, Surrey S-8. [M2071]

GOY & RICHARDS offer the following:—

N.W. LONDON.—In very central position; garage 12,500 square feet, service station; showroom 5 cars, office, 3 pumps; sales 75,000 g.p.a.; garage income £5,000 per annum; 24 hrs. rent £1,500 p.a.; good range plant and equipment; price £24,000, s.a.v.

CHESHIRE.—Modern garage/filling station with extensive forecourt, 2 A roads in residential area, covered space 9,500 sq. ft. garage, showroom, stores, offices, etc., 4 pumps, 100,000 g.p.a.; excellent range plant and equipment; inspected and recommended; freehold £35,000.

SOMERSET.—Large garage/filling station on important main road; excellent frontages; garage building and living accommodation; petrol sales 100,000 g.p.a.; car sales and repairs; ample room for expansion; good range plant and equipment; freehold £25,000, s.a.v.

GOY & RICHARDS, Ltd., 33, High St., N.W.3 (Hamstead 4614/0555). [6311]

GARAGE inc. workshop, greasing bay, stores, office, petrol pumps, 5 lock-ups, tools, equipment, spares.

BRADICKS, COINSHEDS (BIDEFORD), 1, House Agents, Bideford. [6011]

A. H. LANSLEY, 52/53, Friar St., Reading (Tel. 546322). Business transfer specialists and valuers since 1890. [0477/R]

UNIQUE company for sale; suit mechanic or anyone interested in motor racing; good profits; £2,000—Box 7694. [6600]

KENT.—Freehold garage/filling station, accoun. 30 cars, 4 pumps, 100 galls weekly; living accom. £14,000, o.n.o.—Box 7642. [6530]

ALDRIDGES for motor businesses, garages and filling stations; all specialist services in sales, purchases and valuations in Home and Southern Counties.

W. MIDD.—Good location, general motor business, popular agencies, modern showrooms, pumps, well equipped workshop, capable expansion; freehold, £30,000.

HEIRIS.—General garage and filling station, busy 5 roads, pumps, workshop well equipped, residence, 5 rooms, leasehold; £5,000 s.a.v.

ENQUIRE to Estate Department, William Rd., N.W.1. Box 2352/2745/4515. [M1004]

MESSES. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14a, Ship St., Brighton, 1 (Tel. 23284), offer the following:—

SURREY main road position.—Valuable petrol filling station and car hire business with well-appointed detached house and detached bungalow; petrol sales 67,000 galls p.a.; ample scope repairs and car sales; price for the whole, £16,500 freehold, s.a.v. or the house and hire business would be sold separately for £7,500.

FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above. [M1004]

SMALL freehold country filling station, garage or approved site; alternatively will exchange Kentish farmhouse with 30 acres; cash adjustment either way.—Box 7600. [6386]

BOURNEMOUTH.—Garage, A31 road, forecourt, 4 electric, purpose-built garage-workshop-cafe; flat above; ground, trade £12,300; freehold £9,250 acceptable.—Rumsey & Rumsey, Bournemouth. [6506]

PETROL station only. A road, Sussex village, 150ft. frontage; 10 bays; 24 hrs. plans approved for petrol, showrooms and greasing bay with flat above; freehold £5,000.—Walker, Adams & Co., Tunbridge Wells. [6669]

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 33, High St., N.W.3, 10A Hamstead 4614. [0546/R]

CHURCH, HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts.—Details upon application, stating requirements, to 39, Ken Rd., Richmond, Surrey, Tel. 2351-3-3. [M1047]

MOTOR showrooms, main bus route, suburb of Birmingham; very large turnover; repairs at rear; established in district over 30 years; well known in Midlands; 2 modern type flats lease, low rental; a genuine bargain, £7,500; s.a.v. if required.—Below.

MOTOR showrooms, outer circle bus route of Birmingham; very modern building, repair garage, office, etc.; 3 very modern flats; price includes property on 80 years lease; £12,500; s.a.v. if required.—To view write Norton Chadbury Motors, 25-27, Watford Rd., Tel. Kings Road 2827, Birmingham, 30. [6672]

BUSINESS AND PROPERTY

SUSSEX-SURREY BORDER.—Well sited auto repairs, complete bodywork, etc., monopoly position, excellent workshop, office, store, etc.; expansion available. petrol service required; low rents and rates, fully equipped, good stock lease, goodwill, £3,000; personal reasons sale.—Box 7557. [6449]

MODERN freehold garage premises for sale, comprising petrol pumps, 2 petrol service stations, 1,200 sq. ft. showroom, good forecourt, etc.; also large bungalow completely modernised, all main services and on excellent main road four miles from S.W. county town; immediate possession; price £2,000 s.a.v.—Box 7359. [5587]

FRANCIS PARKER & Co., Ltd., specialists, valuers and agents to the motor industry, offer garages and filling stations from £3,000 to £50,000. Finance arranged to suit individual requirements.—Write, call or telephone your requirements to Francis Parker & Co., Ltd., Surveyors and Valuers, Grange Chambers, Oxbridge Rd., Hayes, Middlesex. Tel. Hayes 0452. [0076/R]

MERSEYSIDE. Wirral area.—Motor garage filling station, ultra-modern spacious premises, fine showroom and extensive open car sales display space; very busy main road; neon and fluorescent lighting, super greasing and car lift equipment; paint spraying shop, large turnover, 3 red-sellers extra land and development; freehold £22,000; £14,000 if required on mortgage.—Reply Box B 753, Lee & Nightingale, Liverpool. [5577]

PETROL filling station, Long Lane, Wellington Shropshire, main A road from Carlisle and the north to Bristol and the south; certified trade averaging 50,000 gallons per annum; 6 electric pumps, Derv agency, free trading station, caravan standings; modern 3-bedroom bungalow; 2 adjoined petrol pumps; 10,000 grocery, sweets and tobacco; auction 1st December (unless sold privately).—Full details Barber & Son, Auctioneers, Wellington (Tel. 27 and 44), Shropshire. [6599]

Business & Property Wanted

WALKER, ADAMS & Co.

PROFESSIONAL agents to the motor trade, require for numerous applicants, garage and petrol stations in Home and Southern Counties. Applicants please write in confidence to: Garage Dept., 12 St. John's Rd., Tunbridge Wells, Tel. 22264 (5 lines). [0/52/R]

FILLING station required, suitable for development or already high gallonage; north or Midlands preferred.—Details to BCM Confection, London, W.C.1. [6619]

GARAGE business wanted, Hert or Essex, must have good repair trade and average petrol sales; living quarters for family of 4; can pay up to £5,000.—Box 7679. [M2078]

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 16 and over or a woman aged 16 and over, unless he or she or the employer is exempted from the provisions of the Notification of Vacancies Order, 1955.

HILLS GARAGES (WOODFORD), require:—

1. Car Salesmen (2), aged 21-35, previous experience with highest class firms essential; must be smart, well educated and well spoken; neat and used cars; good salary and commission.

2. Service and Workshop Manager, aged 30-45, capable of handling all repair work in large fully equipped shop; must be able to expand business and take full responsibility; highest references will be required; excellent salary and share of profits.

3. Motor Mechanic (2), aged 20-35, good rates of pay to top men; quick, accurate work essential.

APPLY in first instance to Sales Manager, Tel. Buckhurst 0541. Accommodation in furnished flat is available if required. [6670]

DRIVING instructor, fully experienced, required by school in West London suburbs.—Box 7664. [6584]

MOTOR fitters, skilled, required, top rate, permanent position; bonus—174-176, Sheen Rd., Richmond 4522. [6653]

MALE clerk, general office duties, wages, etc., excellent prospects.—Miles Motors, 90, High St., Uxbridge, Tel. 4665. [6595]

MOTOR vehicle electrician required by prominent Lucas agents in the Midlands.—Write, stating age, experience, Box 7530. [6147]

FOREMAN, South West Ford main dealers, car and commercial, petrol and diesel, first-class only, permanency.—Write Box 7665. [6545]

EXPERIENCED car salesman required by Rootes dealers in North Hertfordshire; excellent prospects.—Apply in writing, Box 7655. [6563]

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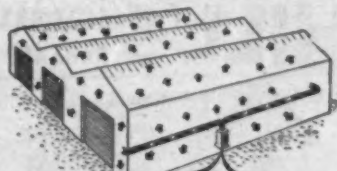
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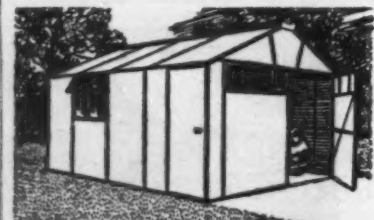
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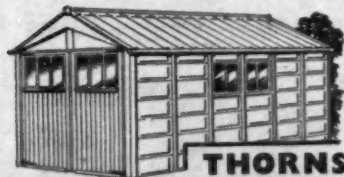


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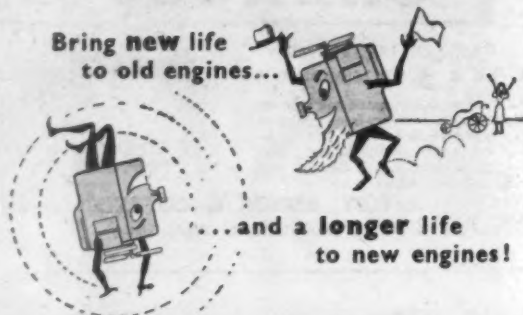
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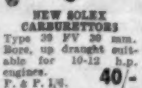


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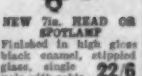
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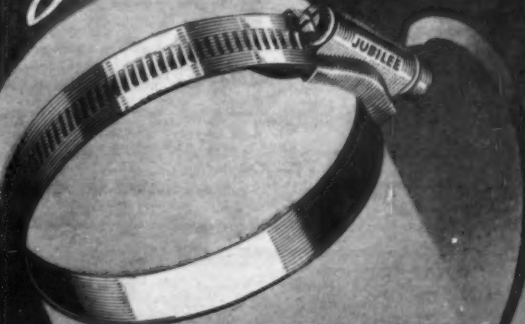
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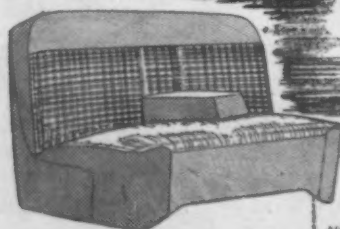


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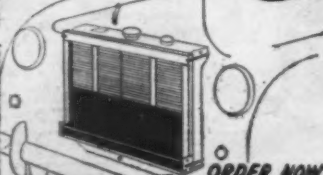
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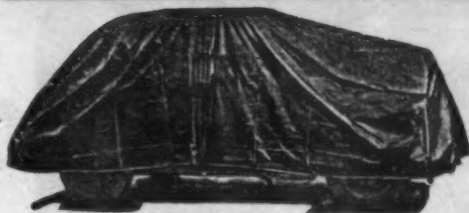
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